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Report of
the
Mayor's Push-Cart Commission

THE CITY OF NEW YORK

1906

LAWRENCE VEILLER, Chairman,

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LILLIAN D. WALD,

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SEPTEMBER 10, 1906.

Hon. GEORGE B. McCLELLAN,

Mayor of The City of New York:

SIR—The Commission appointed by you on February 20, 1905, to examine into the conditions existing with regard to the push-cart peddlers in this City, submits herewith its report, with such recommendations as it believes will remedy those conditions that need to be remedied, without working undue hardship to the push-cart peddlers or those dependent upon them.

Accompanying this report will be found photographs, maps and tables showing the existing conditions, as well as suggestions for ordinances to carry into effect the Commission's recommendations.

Respectfully submitted,

LAWRENCE VEILLER,
Chairman.



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ORCHARD STREET AS IT NOW IS.



THE SAME STREET UNDER THE COMMISSION'S SYSTEM OF
REGULATION.

THE so-called "Push-cart Problem" is a local one peculiar to the City of New York, and almost entirely confined to the Borough of Manhattan, although the conditions which exist in that borough are beginning to show themselves in Brooklyn and The Bronx, where there will soon be similar problems unless steps are taken to prevent the growth of these conditions. At the present time there are in New York City 4,515 peddlers plying their trade in the city's streets, who sell their wares from push-carts—two-wheeled carts supported at one end by a stick and propelled by the peddler—while others peddle their goods from wagons drawn through the streets by horses, and still others sell their wares from baskets which they carry from house to house.

Owing to the increase in recent years of the number of persons carrying on this vocation (the number of licenses issued for push-cart peddlers alone having increased from 2,073 in 1900, to 6,747 in 1904, because of the decrease in the license fee from \$15 to \$4 made in 1899, and a generally "more liberal" enforcement of the ordinances) there has arisen a condition of congestion in many streets, especially in the crowded tenement quarters and in some parts of the business sections, which causes great inconvenience to the public and which, if not relieved, will result in serious evils.

It is not perhaps generally known that in certain streets known as "market" streets, there are all day long and well into the evening, unbroken lines of push-carts on each side of the street extending from one block to another; the Commission in its investigations, for example, found sixty-four push-carts at one time on one block, viz.: on Orchard street, from Rivington to Stanton streets, and on the next block on the same street, from Stanton to Houston streets, fifty additional carts. This congestion of peddlers is in no way general throughout the city, however, but occurs in very clearly defined neighborhoods or localities. The greatest congestion exists in the most crowded quarters of the city—the lower east side, and especially in the Hebrew quarter. In that section south of Houston street, from the Bowery to the East river, the streets are almost invariably found lined with push-carts on every block; especially on the following streets: Rivington, Grand, Hester, Stanton, Houston, Canal, Monroe, Forsyth, Orchard, Ludlow, Norfolk, Suffolk, Ridge and Pitt. In the Italian section, from the Bowery west to Lafayette street, and from Mulberry

Bend Park as far north as Houston street, the following are chiefly "market" streets: Hester, Spring, Prince, Elizabeth, Mulberry and Mott; and further to the west, both Sullivan and Thompson streets; also West Houston and Bleecker streets.

In the business section, on Beaver and South Broad streets, also on Fulton street and on the streets leading to the west side ferries, notably Cortlandt and Vesey streets, similar conditions prevail. Further uptown, between Eighth and Fourteenth streets on First avenue, there is another colony of peddlers, and on some of the crosstown streets in this neighborhood there are a considerable number of them, especially between First and Second avenues.

Throughout all the other extensive tenement districts of Manhattan there are practically no such conditions to be found; no "markets," no line of push-carts from one end of the block to the other and no undue congestion and crowding of the streets, although the neighborhoods are distinctively tenement house neighborhoods, and rents are even lower and the population is largely a foreign one. The exceptions to this statement are to be noted in the district between West Forty-second street and Thirty-seventh street on Ninth avenue, known as "Paddy's Market"; and in "Little Italy," from One Hundred and Sixth to One Hundred and Sixteenth streets, along First avenue in the neighborhood of Jefferson Park, and on Third avenue from One Hundred and Sixteenth street up to One Hundred and Twenty-fifth street. Push-cart peddlers will be found on practically every portion of Manhattan Island. The Commission found peddlers as far south as the Battery and as far north as One Hundred and Ninetieth street and Amsterdam avenue.

In the Borough of Brooklyn push-carts were found chiefly in the Hebrew sections on the following streets: Moore street, between Graham and Manhattan avenues; Belmont avenue, between Osborn and Watkins streets; Seigel street, between Graham and Manhattan avenues; Manhattan avenue, between Moore and Seigel streets; while a limited number was found on Belmont avenue, between Osborn street and Thatford avenue; on Osborn street, between Pitkin and Belmont avenues; on Moore street, between Graham avenue and Humboldt street; on Carroll street, between Third and Fourth avenue; East avenue, between Avenues A and B; Main street, from Water to Front streets; Van Brunt street, from Union to President streets; Washington avenue, between Avenues B and C, and West street, between Avenues A and B.



IN THE HEBREW QUARTER.



ESSEX STREET NEAR RIVINGTON.

While adding materially to the picturesqueness of the city's streets and imparting that air of foreign life which is so interesting to the traveler, lending an element of gaiety and charm to the scene which is otherwise lacking, the practical disadvantages from the undue congestion of peddlers in certain localities are so great as to lead to a demand in many quarters for the entire abolition of this industry, if it may be dignified by that term. It is argued, and with much reason, that when the city was smaller and there was no congestion of street traffic, there was no harm in permitting a few persons to earn their livelihood by peddling their wares along the highways. Conditions, however, have greatly changed since those earlier days, and to such an extent even in the last ten years, that practices which then might have been permitted without inconvenience or danger to the public, cannot now be tolerated. Within that short period our whole system of traffic regulation has arisen. At the present day, in many sections of the city, the streets are not sufficiently wide to accommodate the ordinary traffic, and, with the changed conditions that have resulted because of the increase of tall buildings and the more concentrated housing of persons, both in their homes and in their places of labor, the congestion of the streets has increased with great rapidity from year to year, so that at the present time there are few problems confronting the city authorities more difficult of solution than the traffic problem. Because of these facts the Commission has found a rather strong sentiment for the complete removal of the push-cart peddlers from the streets. It is argued, and with reason, that the city's highways are intended to afford means of quick and ready transit for citizens, and not to be used as shops; and that it is no part of the function of the city to furnish to a limited element of the population unusual privileges in carrying on their business.

The members of the Commission, before they began their work, believed that not only would the peddlers and their families have been seriously affected by any radical change, but that the great mass of the tenement house population itself had become accustomed to the prices that prevail on the push-carts and that any change in reducing the number of these peddlers would therefore have brought serious consequences to the great mass of the poorer people of this city.

The Commission, therefore, at the outset of its labors was confronted with these problems. The difficult task was not so much how to ascertain the facts with regard to the industry—although such an inquiry presented its own difficulties—but how so to regulate the industry itself as to restore the City's streets to their original and proper use without

working serious injury to 25,000 people and to an element of the population least able to adapt itself readily to changed conditions.

Any solution of the problem, therefore, which should be permanent, had to consider existing conditions from the point of view of the protection of the interests of the community, as well as of the peddlers and their families and the peddlers' customers.

On the other hand, the Commission finds itself called upon to deal with present conditions and not with conditions which existed fifty or a hundred years ago, nor with theories as to the right use of thoroughfares. It recognizes clearly that there are many thousands of persons now honestly earning their livelihood in this occupation and with the permission of the City and for which privilege they pay the City a fee; that the great majority of them have no other means of livelihood, and if suddenly compelled to cease this business, would be left without financial resource and thrown upon the community for support.

THE EXISTING EVILS.

The evils resulting from the crowding of the push-cart peddlers in certain sections of the City may be broadly summed up as follows: Congestion of traffic in many streets, both for teams and for foot passengers, the effect of which is to seriously delay merchants in the delivery of goods, increasing the cost of their business and interfering materially with their rights as citizens; an increased difficulty in cleaning the streets in the quarters where these peddlers congregate; an increase in the danger from fire by impeding fire engines and delaying their prompt arrival at fires, thus seriously endangering the lives of tenement dwellers; danger from improper food supplies because of dirt and germs; an improper and unfair competition with shopkeepers; persecution and blackmailing of the peddlers by policemen and shopkeepers; a lowering of the standard of living by decreasing the cost of supplies; a material addition to the discomfort of living through additional odors and noise in neighborhoods where conditions are now almost unbearable; the use of space now needed by children for opportunities for play, and finally the attraction to this City of immigrants by reason of the ease and facility with which a livelihood is obtained in this occupation without special qualifications.

In addition to the evils above stated the Commission has found other evils of a serious nature which have grown up in connection with this industry and which call for remedy. Among these may be noted the traffic in licenses, which makes the present ordinance and its enforcement little short of a farce. The Commission has learned through its own

investigations and also through the testimony presented to it, that a constant barter and sale is transacted in the City's licenses to carry on peddling and that ignorant foreigners are often grossly imposed upon by their unscrupulous compatriots, who secure licenses from the City and sell them to these newcomers at greatly advanced rates, notwithstanding the fact that the license is supposed to be a personal license and issued only after investigation of the applicant's circumstances. We also find closely affiliated with this system of barter and sale, a "padrone" or "boss" system existing among the Italians, and also among the Hebrews, by which one man owns or controls many licenses and push-carts, hires men to operate them for him and pays them a small daily or weekly compensation, acting as middleman or capitalist and reaping in such cases large profits from this industry. Not only do these men control a large number of carts, but also a large number of licenses. The method employed has been a simple one—some well-to-do Italian sends various of his Italian neighbors to the office of the Bureau of Licenses and has them take out licenses in their own names, although they do not intend to peddle, nor do they supply the funds to pay the license fees required, but these are supplied by the "padrone," who then hires peddlers by the day or the week to sell goods for him and supplies each one of these peddlers with a license for the time being. In view of the statements made to the Commission a special investigation was made of this subject for the purpose of ascertaining to what extent this system prevailed. In Manhattan it was found that one man controlled as many as 170 different push-carts; others as many as 66, 64, 62, 53, 50, 45, etc. Detailed statistics showing these facts are presented with this report.

The cause of this state of affairs was found largely to exist in the requirement that before a peddler can secure a license, he must either show his citizenship papers or what are known as his "first papers," namely, his declared intention to become a citizen. It is largely because of this requirement that most of the barter and sale in push-cart licenses exists, owing to the inability of so many newly-arrived immigrants to comply with the requirements of the various statutes with regard to citizenship.

This requirement seems to us unnecessary and also unfortunate in its results. We are convinced that few Americans in New York City need be granted the right to peddle in the streets. As one of the witnesses at the hearing before the Commission very well said:

"Americans do not, as a rule, engage in such an occupation; nor do the foreigners for any great length of time."

Peddling in the City's streets requires no special qualifications, little knowledge of our language, almost no capital, and serves as a stop-gap occupation. It is obvious that, under these circumstances, a requirement that limits the right to peddle to those persons who have resided here for five years and who are citizens, subverts the very intention and reason for permitting this industry to be carried on.

THE COMMISSION'S INQUIRY.

The plan of investigation outlined in the report of the Sub-committee on Investigation and approved by the Commission has been carried out so far as it has been possible. A careful digest of all ordinances and laws relating to the subject has been prepared by the Corporation Counsel and is appended to this report; statistics as to the number of outstanding licenses and other data connected therewith have been compiled from the records of the Chief of the Bureau of Licenses in the Mayor's office, showing the number of licenses issued to peddlers in the various classes back as far as November and December, 1896, the beginning of the records of that office.

A census of the push-cart peddlers was taken on May 11, the city having been first divided into large districts for the purpose of this investigation. By means of this census, and similar ones made at later dates in other parts of the city, the Commission has been able to acquire information with regard to the following points:

1. The number of push-cart peddlers actually peddling in the streets of New York on a given date, with their names and addresses.
2. The distribution of the peddlers by districts, with the number found on each block at the time the census was taken, showing the congestion of traffic, and the location of the streets in which the evil is greatest.
3. The following facts with regard to the peddlers:
 - (a) Name and address.
 - (b) Nationality.
 - (c) Length of residence in the United States.
4. Peddlers' occupations:
 - (a) The number of peddlers whose sole occupation is peddling.
 - (b) The number of peddlers having other occupations and the nature of such occupations.



MAKING A DRYGOODS STORE OF THE STREET.



AN EAST SIDE STREET FILLED WITH PUSH-CARTS.

5. Facts with regard to licenses:
 - (a) The number of peddlers properly licensed.
 - (b) The number peddling without a license.
 - (c) The number peddling on licenses that had expired.
 - (d) The number peddling with licenses belonging to other persons.
6. Relation of the carts to licenses:
 - (a) The number of carts containing the record number of the license.
 - (b) The number of carts without this.
 - (c) The number of carts with a license number which did not correspond to the license held by the peddler.
7. Ownership of carts:
 - (a) The number of cases where the push-cart was owned by the peddler operating it.
 - (b) The number where the cart was rented by the peddler.
 - (c) The number where the cart was borrowed by the peddler.
 - (d) The number of cases where the peddler was employed on salary or commission.
8. Facts as to the rental of carts and the payment of commissions:
9. Control of many carts by few men:
 - (a) Statistics as to the number of carts owned by individuals.
 - (b) Lists of such owners, with the number of carts owned.
 - (c) Places where push-carts are stored.
10. Goods sold upon the carts:
 - (a) The kinds of goods sold classified in detail.
 - (b) Statistics with regard to the kind of food sold.
 - (c) Quality of food sold.
 - (d) Comparison of food sold on push-carts with that sold in neighboring stores.

In addition to these facts ascertained by this investigation, special inquiries have been made with regard to the subject of markets, the dangers from fire by reason of impediment to street traffic and an analysis of the arrests of peddlers for violation of the City ordinances.

Viewing the results of this investigation in detail, it is found that there were on the day the census was taken, 3,848 push-cart peddlers plying their trades on the streets in the Borough of Manhattan (the total number counted was 4,289, but there were 441 duplicates or cases where the man's record was taken twice, due to the fact that he had

moved from place to place, and which, of course, should be eliminated), and 667 in the Borough of Brooklyn, making a total of 4,515 peddlers. As this census was taken in the early summer, a time of year when the maximum number of peddlers are to be found in the streets, it is at once seen that the number of peddlers actually carrying on this occupation is considerably less than was at first supposed before the Commission made its investigations. It was reported to the Commission by the Chief of the Bureau of Licenses that there were about 9,000 outstanding licenses. This, it seems, was not, however, a safe guide to the actual number of men carrying on the business.

DISTRIBUTION OF THE PUSH-CARTS.

Of the 3,848 push-carts found on the streets of Manhattan 2,362 were found on the east side below Fourteenth street east of Broadway, and 815 on the west side below Fourteenth street west of Broadway, leaving the small number of 671 distributed throughout the other portions of the city.

The accompanying maps show the distribution of the peddlers in several sections of the city, with the number of push-carts actually found upon each block. These numbers are indicated by the numbers written on the streets between blocks. The numbers written in on the blocks themselves indicate the population in each block, taken from the census of 1900, as given in the first report of the Tenement House Department for 1903. An opportunity is thus had of studying in close detail the relation between the number of push-cart peddlers and the population in various parts of the city.

A consideration in detail of this relationship brings to light an extremely interesting state of affairs. One would naturally suppose that the presence in large number of these peddlers in any one part of the city is due to the greater needs of an increased population. A study of these various maps, however, shows that this is not the case. Take, for example, Map No. 1, a map of the Tenth Ward, namely, the district from Rivington to Division streets, and from the Bowery east as far as Norfolk street. On Orchard street, on the block from Rivington to Delancey, were found twenty-four push-carts. The population of the two blocks adjoining Orchard street and extending from Rivington to Delancey, is 3,918, which would make one push-cart to each 163 of the population. On the next street, Ludlow street, from Rivington to Delancey, we found but four push-carts, although the population of the two blocks abutting on this street is 3,976. That is, on this street there was one push-cart for each 994 of the popu-

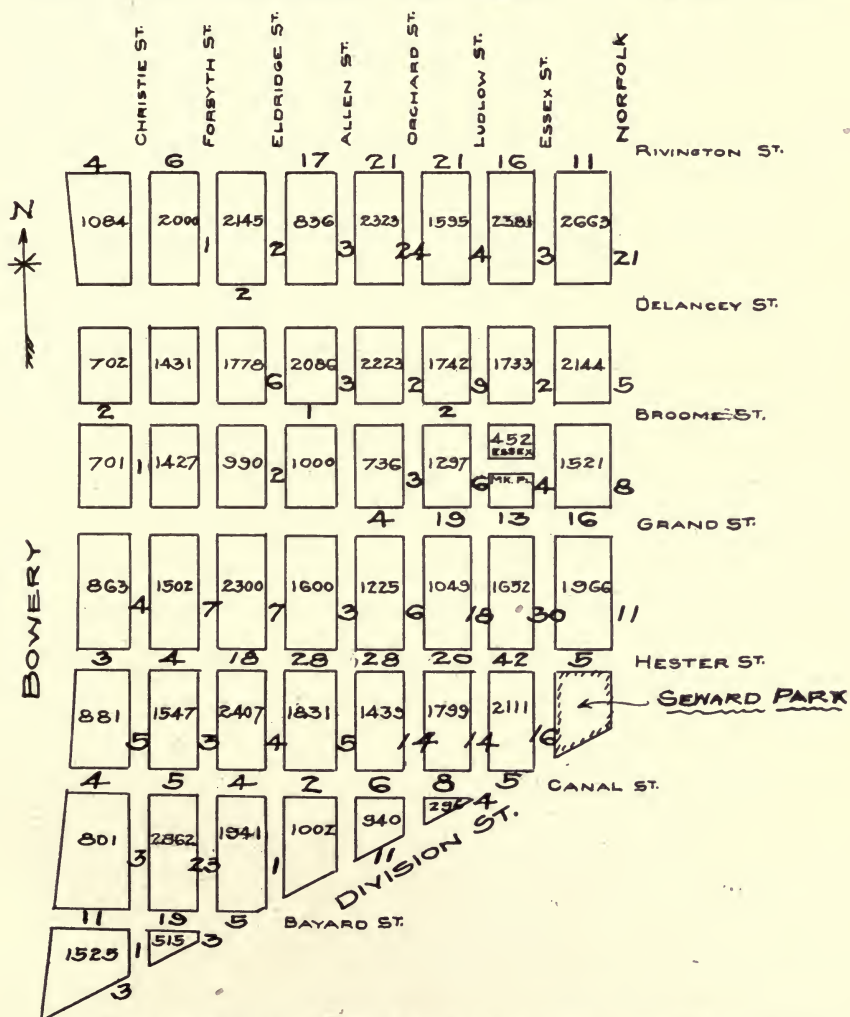
10TH WARD - JEWISH QUARTER ~

MAP SHOWING NUMBER OF PUSH-CARTS
FOUND ON EACH STREET BY
THE MAYOR'S PUSH-CART COMMISSION

CITY OF NEW YORK

MAY 11, 1905.

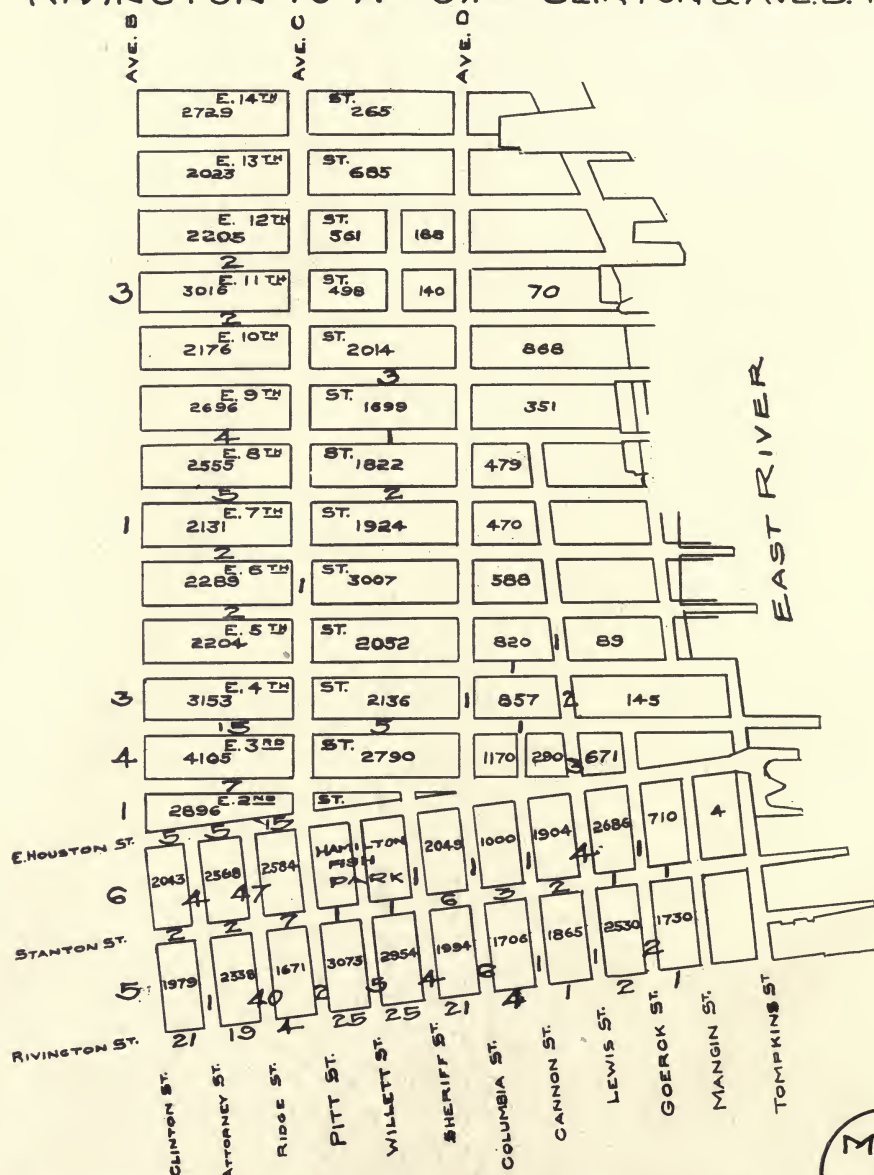
DISTRICT BOUNDED BY
RIVINGTON TO DIVISION - BOWERY TO NORFOLK



11TH WARD

MAP SHOWING NUMBER OF PUSH-CARTS FOUND ON EACH STREET BY THE MAYOR'S PUSH CART COMMISSION CITY OF NEW YORK MAY 11, 1905.

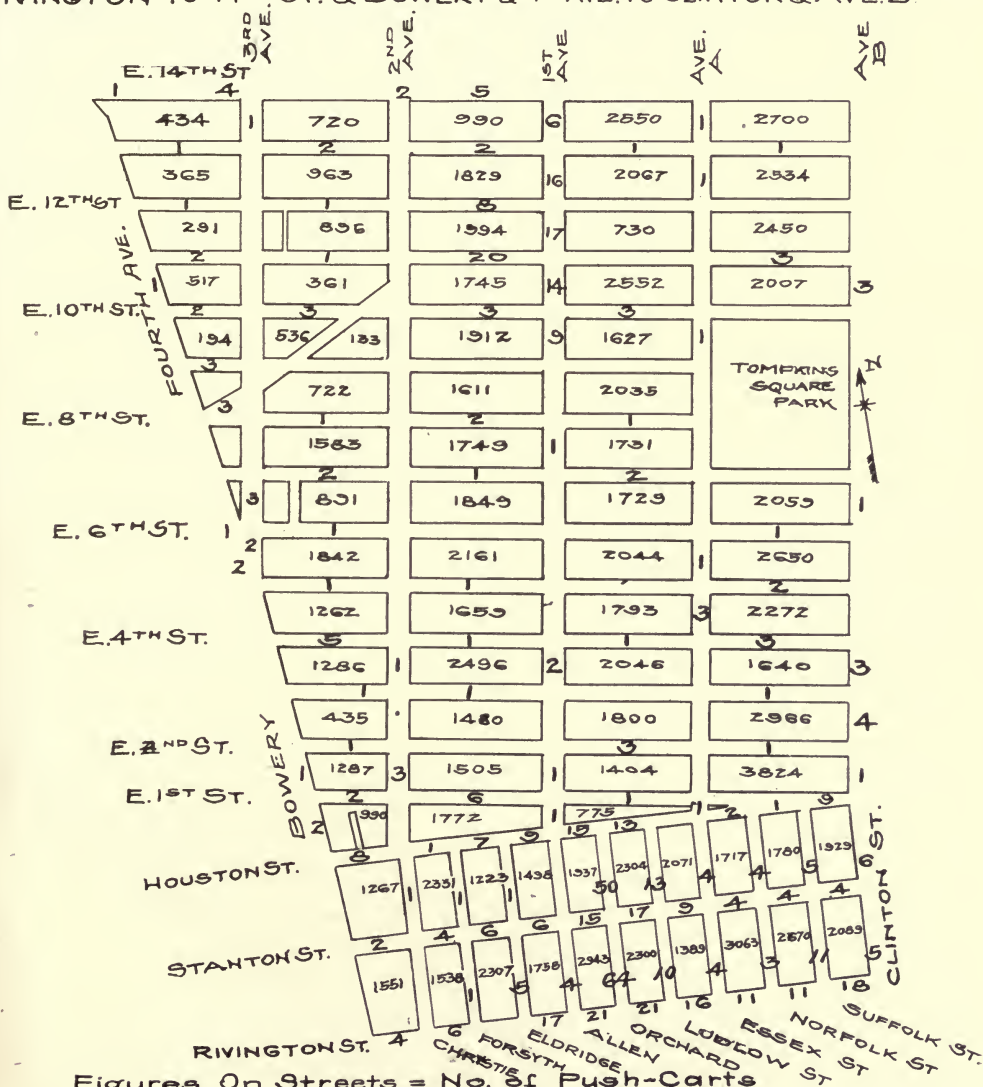
DISTRICT BOUNDED BY
RIVINGTON TO 14TH ST. — CLINTON & AVE. B. TO E.R.



Figures On Streets = No. of Push-Carts
" " Blocks = Population (1900)

17TH WARD
 MAP SHOWING NUMBER OF PUSH-CARTS
 FOUND ON EACH STREET BY
 THE MAYOR'S PUSH-CART COMMISSION -
 CITY OF NEW YORK
 MAY 11, 1905.

DISTRICT BOUNDED BY
 RIVINGTON TO 14TH ST. & BOWERY & 4TH AVE. TO CLINTON & AVE. B.

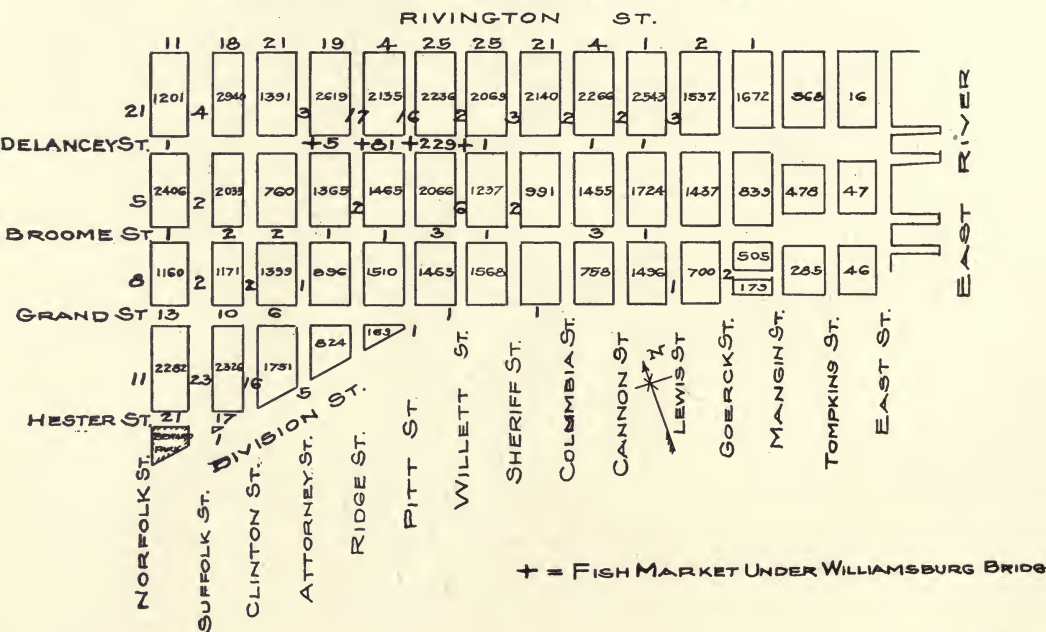


Figures On Streets = No. of Push-Carts
 " Blocks = Population (1900)

13TH WARD: JEWISH QUARTER

MAP SHOWING NUMBER OF PUSH-CARTS
FOUND ON EACH STREET BY
THE MAYOR'S PUSH-CART COMMISSION
CITY OF NEW YORK
MAY 11, 1905.

DISTRICT BOUNDED BY
RIVINGTON TO DIVISION--NORFOLK TO E. RIVER.



Figures On Streets = No. of Push-Carts
" Blocks = Population (1900).

MAP SHOWING NUMBER OF PUSH-CARTS
FOUND ON EACH STREET BY
THE MAYOR'S PUSH-CART COMMISSION
CITY OF NEW YORK
MAY 11, 1908.

The map shows a grid of streets and lots. The streets are labeled as follows:

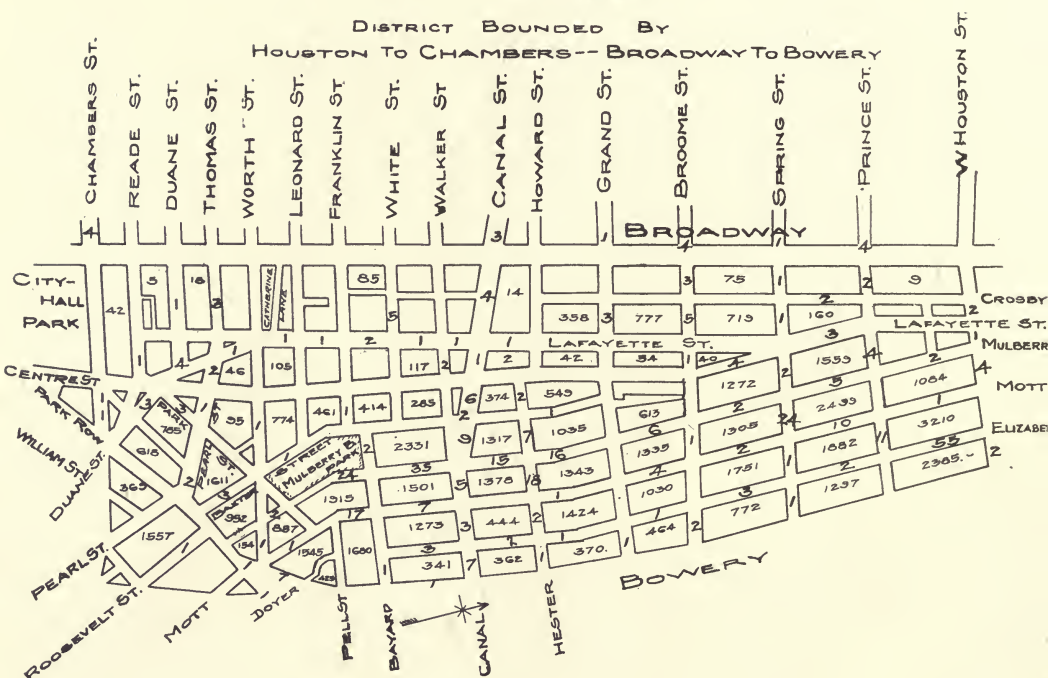
- Vertical Streets (from left to right):** DIVISION ST., MARKET ST., PIKE ST., RUTGERS ST., JEFFERSON ST., CLINTON ST., MONTGOMERY, GOUVERNEUR, SCHMIDT, JACKSON, CORLEARS ST.
- Horizontal Streets (from top to bottom):** BROADWAY, HENRY, MADISON, MONROE, CHERRY, WATER, SOUTH.

Lot numbers are indicated within the blocks. Some lots are shaded in gray. A large area on the right is labeled 'CORLEARS-HOOK PARK'.

Map
5

6TH & 14TH WARDS - ITALIAN QUARTER
 MAP SHOWING NUMBER OF PUSH-CARTS
 FOUND ON EACH STREET BY
 THE MAYOR'S PUSH-CART COMMISSION
 CITY OF NEW YORK
 MAY 11, 1905

DISTRICT BOUNDED BY
 HOUSTON TO CHAMBERS--BROADWAY TO BOWERY



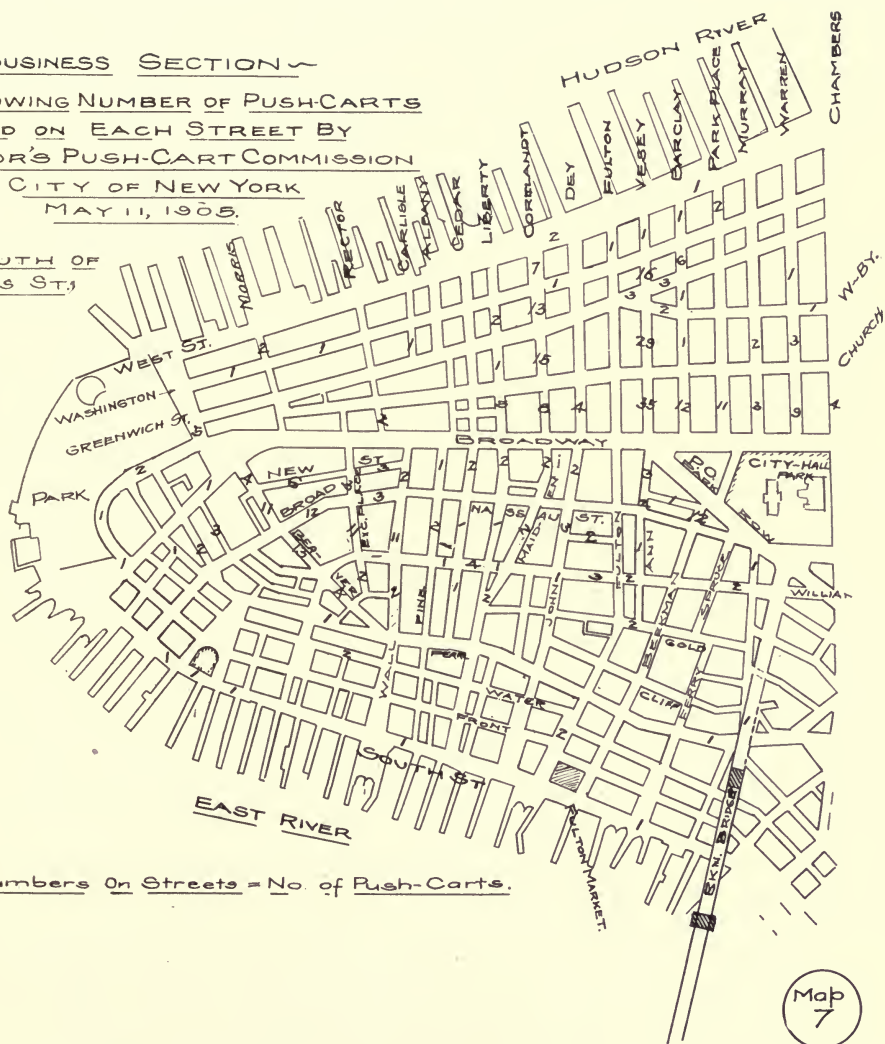
Numbers On Streets = No of Push-Carts

" " Blocks = Population (1900)

~ BUSINESS SECTION ~

MAP SHOWING NUMBER OF PUSH-CARTS
FOUND ON EACH STREET BY
THE MAYOR'S PUSH-CART COMMISSION
CITY OF NEW YORK
MAY 11, 1905.

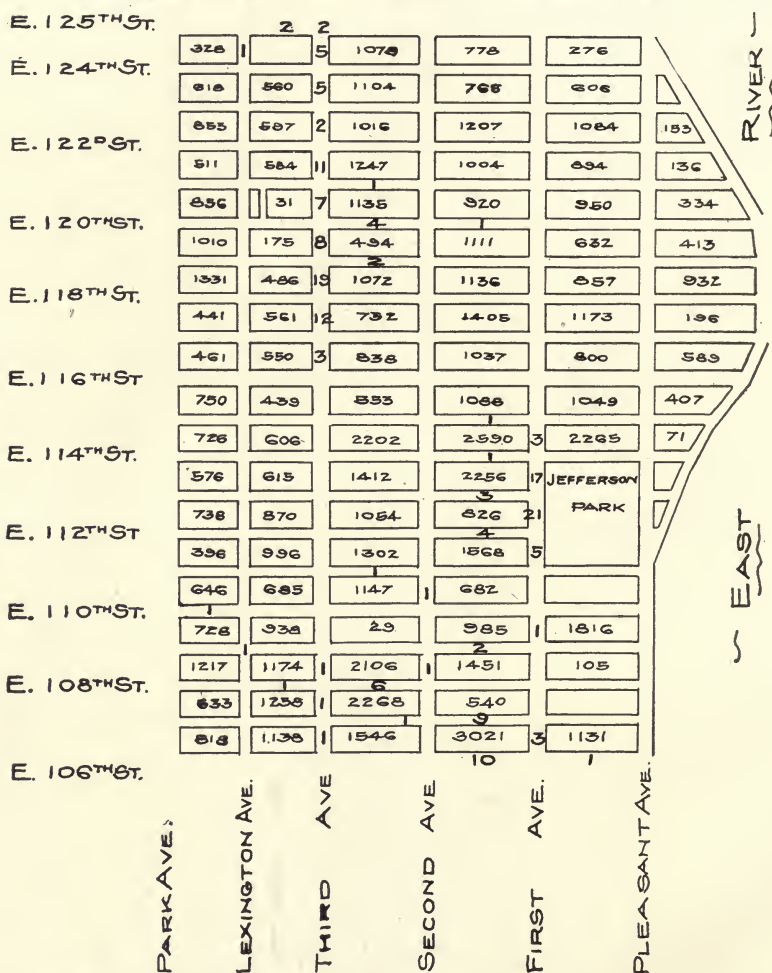
STRICT SOUTH OF
CHAMBERS ST.



Numbers On Streets = No. of Push-Carts.

MAP SHOWING NUMBER OF PUSH-CARTS
FOUND ON EACH STREET BY
THE MAYOR'S PUSH-CART COMMISSION
CITY OF NEW YORK
MAY 11, 1905.

DISTRICT BOUNDED BY
EAST 106TH TO 125TH ST -- PARK AVE TO E. RIVER



Numbers On Streets - No. of Push-Carts
" " Blocks - Population (1900).



~ 20TH WARD.~

MAP SHOWING NUMBER OF PUSH-CARTS
FOUND ON EACH STREET BY
THE MAYOR'S PUSH-CART COMMISSION
CITY OF NEW YORK
MAY 11, 1905

DISTRICT BOUNDED BY
8TH-12TH AVES. & 26TH-40TH STS.

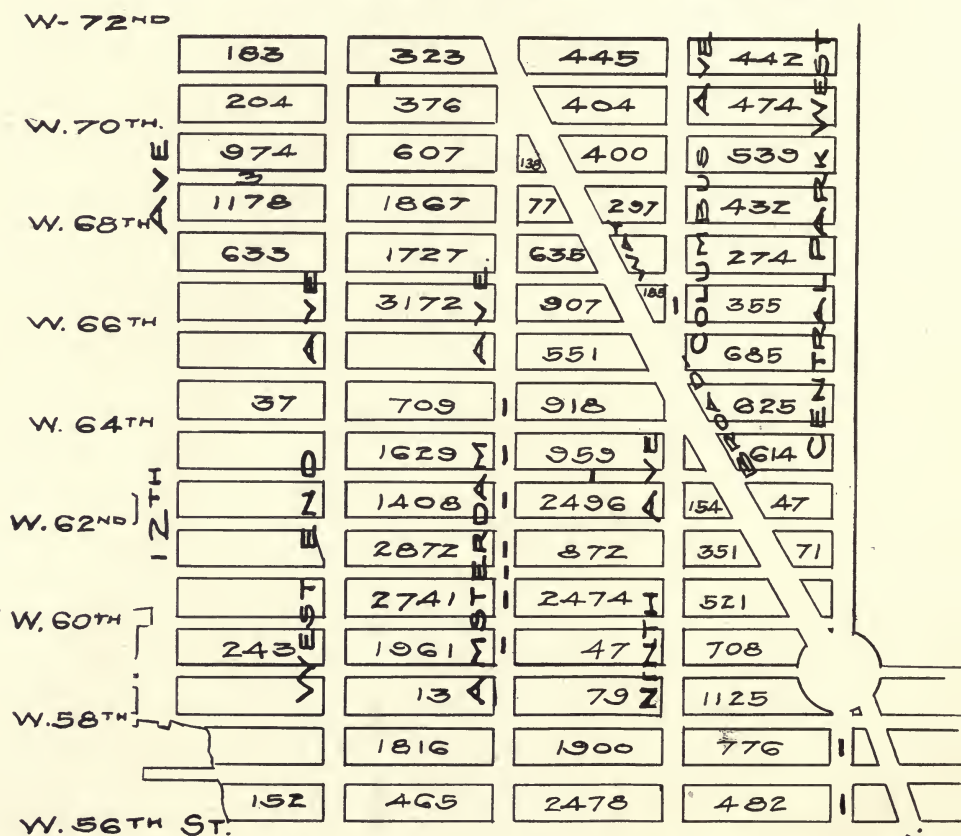
	30	1194	2640	9	2202		W. 40TH ST
	14	1619	2662	9	1772		W. 39TH "
	126	1120	1977		1919		W. 38TH "
	213	890	2242		2056	1	W. 37TH "
		973	2341		1934	2	W. 36TH "
		799	2019		970	3	W. 35TH "
	30	609	1323		381	1	W. 34TH "
		756	2082		928		W. 33RD "
		230	1977		1192		W. 32ND "
	86	146	2448		896		W. 31ST "
	47	1294	182		1197		W. 30TH "
	12	1358	1776		1170		W. 29TH "
		1228	1698		905		W. 28TH "
		1486	1757		1117	1	W. 27TH "
						2	W. 26TH "

Figures On Streets = No. of Push-Carts
" " Blocks = Population (1900)

~ 22ND WARD ~

MAP SHOWING NUMBER OF PUSH-CARTS FOUND ON EACH STREET BY THE MAYOR'S PUSH-CART COMMISSION CITY OF NEW YORK MAY 11, 1905.

DISTRICT BOUNDED BY
8TH - 12TH AVES. & 56TH - 72ND STS.



Figures On Streets = No. of Push-Carts.
" " Blocks = Population (1900)

Map
10

11TH AVE

10TH AVE

9TH AVE

8TH AVE

EDW. ST.

lation, as compared with one push-cart for 163 on the adjoining street. Similarly, on Essex street, the next street to the east, from Rivington to Delancey streets, we found but three push-carts; the population of the blocks abutting on this street is 5,044, or one push-cart for each 1,681 of the population, as compared with one push-cart for each 994 and 163 on the two adjacent streets.

The population in these three blocks is exactly the same in all characteristics. It is a Hebrew population, and does not vary in any material way. If, therefore, the number of push-carts on the streets had any relation to the purchasing needs of the population in the neighborhood, it is apparent that the wide variations discovered in these three adjacent streets could not exist.

A further examination of the maps shows similar interesting facts. For instance, take Map No. 2, of the Eleventh Ward, extending from Rivington street as far north as Fourteenth, and from Clinton street and Avenue B on the west as far east as the East river. On Seventh street, between Avenue B and Avenue C, we found five push-carts. The population of the two blocks adjacent to this street is 4,686. That is, there was one push-cart for each 937 of the population. This is entirely a tenement house neighborhood and a densely populated one. In the same ward, on Ridge street, between Rivington and Stanton streets, we found forty push-carts for a population of 4,009 people; if there is any logical connection between the density of population and the number of push-carts needed, it would certainly seem that there should be as many push-carts in the former street as there were in the block on Ridge street between Rivington and Stanton, the population being almost identical.

In a similar way, by examining Map No. 3 of the Seventeenth Ward, we find on Orchard street, from Rivington to Stanton streets, sixty-four push-carts. The population of the two blocks bordering on this street is 5,243, or one push-cart for each 82 of the population. Contrast this with conditions found in the very same ward, on Third street, between Second and First avenues; here but one push-cart was found, notwithstanding the fact that there is a population of 3,976, practically identical in character with the population on the Orchard street block, although in the latter case there was one push-cart for each 82 of the population, as compared with one push-cart for each 3,976 of the population in the Third street block.

It is not necessary to examine in any further detail this relationship existing between population and the number of push-carts in any neighborhood. The conclusion inevitably resulting is that there is no logical connection between the density of population and the con-

gestion of peddlers in certain districts, but that this congestion is due to the fact that it has become customary for the peddlers to stand with their carts in certain streets, and that one peddler is likely to go to a neighborhood frequented by other peddlers, irrespective of the purchasing demands of the neighborhood.

Considering this matter from larger areas and comparing conditions found in one police precinct with other police precincts, we find that the conclusions reached from a comparison of conditions found on various blocks are confirmed by this larger examination.

The greatest number of push-carts found in any one police precinct was found in the 12th Precinct, where there were 897 carts. This is the district bounded by the Bowery, East Houston street, Norfolk and Division streets. It is entirely a tenement house neighborhood on the lower East Side in the Hebrew quarter. Its population (according to the census of 1900) was 71,044, which would give an average of one push-cart to 79 of the population.

The next greatest number was found in the 13th Precinct, where there were 663 carts. This district is bounded by Rivington, Norfolk, Division and Scammel streets and the East river; while the next largest number of peddlers was found in the 14th Precinct, where there were 244. This precinct is the district bounded by Clinton street, Avenue B, Fourteenth street, the East river and Rivington street. It immediately adjoins the Twelfth Precinct to the north, and is also entirely a tenement house district and contains a population of 98,880; here there were found but 244 push-carts or one push-cart to each 405 of the population. In the Eighteenth Precinct, largely a tenement house district, but still further to the north—extending from Fourteenth to Twenty-seventh streets and from Fourth avenue to the East river—with a population of 57,037 there were found but 36 push-carts or one push-cart to 1,584 of the population.

A further comparison in a similar manner of the number of push-carts found in each police precinct, with the population of that precinct would show similar interesting facts, all conclusively proving that there is no relation whatever between the needs of the tenement house population and the number of push-carts to be found in various quarters of the city.

The Commission has been somewhat surprised to discover this fact, because it had a very strong impression at the outset of its work that the reason for the existence of the push-carts in such numbers in various sections of the city was the needs of the population in those sections. It is fortunate that this view was not found to be correct, because if it had been, it would have been much more difficult to have



PUSH-CARTS ON HESTER STREET.



A TYPICAL EAST SIDE SCENE.

dealt with the problem. We know now, however, that the only persons who will be affected by any changes which may be made in the regulation of this traffic are the push-cart peddlers themselves and their families, and that the tenement house population who purchase their supplies from push-carts, will not be materially involved by any such change.

NATIONALITY AND RESIDENCE OF PEDDLERS IN THE UNITED STATES.

In view of the questions that had been raised in the testimony before the Commission as to the citizenship requirement of the present ordinances, viz., that before securing a license a peddler must either be a citizen or have declared his intention to become one, it was believed by the Commission to be important to ascertain in connection with the other inquiries, the nationalities of the various peddlers so as to determine the relative number who were American-born and of foreign birth.

The great mass of the peddlers are found to be of three foreign nationalities in the following order: Hebrew, Italian, Greek. These three comprise over 97 per cent. of all the peddlers, leaving less than 3 per cent. to be divided among the following other nations: Austrian, Bulgarian, English, German, Hungarian, Irish, Spanish, Swedish, Turkish and American. Of these the larger number were the American, who numbered 62 or 1.61 per cent. The tables in Appendix V. show in detail, both in Manhattan and in Brooklyn, the distribution of these nationalities. The conditions in Brooklyn are found to be somewhat different from Manhattan. In the former borough there is a less proportion of Hebrew peddlers and a larger proportion of Italians, and a very much larger proportion of Americans, who in Brooklyn are 20 per cent. of all the peddlers recorded.

In a similar way we have ascertained the length of residence of these peddlers in the United States. From the investigations made it appears that the larger number have lived in this country for a period of from five to ten years and from ten years up. In Manhattan, 1,059 peddlers or 27 per cent. have resided from five to ten years in this country and 1,040 peddlers or 27 per cent. have resided here for over ten years. The next longest period of residence is four years, 433 peddlers or 11 per cent. having resided here that time, while 641 peddlers or 16 per cent. have resided here three years; 389 peddlers or 10 per cent. have resided here two years; 123 peddlers or 3 per cent. one year, while only 46 peddlers or 1 per cent. have resided in the City less than a year.

In view of the statements made to the Commission at the public hearing by some persons, that peddling was confined almost entirely to

those immigrants who had just arrived in this country and that very few peddlers remained in this occupation for any length of time, the facts disclosed by this investigation are of particular interest.

THE POVERTY OF THE PEDDLERS.

One of the claims often made with regard to the push-cart peddlers is that they are people in practically destitute circumstances who only earn a few pennies a week and who, if it were not for the small amount that they can make in peddling, would be a charge upon the community.

The Commission, because of this public impression, originally determined to include in its investigation an economic investigation of the circumstances of the peddlers. It fully appreciated, however, the difficulties of such an inquiry. A card schedule, however, was prepared, intending to show the following facts: Name and address of the peddler; whether he owns his cart or not; the amount he pays for the storage of his cart; the rental charge if the cart was rented; the number of carts owned; the number of licenses owned; his total income from the rent of carts; his income from peddling; his other sources of income—from property, from other occupations, from wages of the other members of the family and from charity; a statement of the number of members of the family and the rent paid for his rooms.

It was intended to have this inquiry made through the investigators of the leading charitable societies, the Charity Organization Society, United Hebrew Charities, the St. Vincent de Paul Society and the Association for Improving the Condition of the Poor. When, however, the results of the Commission's other inquiry had been obtained, and it was found that the recommendations of the Commission would not involve the removal of the peddlers from the streets or even a material reduction in their number, it became unnecessary to carry out this investigation.

As bearing on this question of the poverty of the peddlers, an account in *The New York Times* of December 31, 1905, describing the marching of the push-cart peddlers in a body, presenting a testimonial to Inspector Flood and Captain Murtha, of the Police Department, because of their appreciation of their work, is highly significant.

"Sigmund Schwartz, the President of the Peddlers' Association, marched at the head of the line, behind a band of musicians. Then came four push-cart men carrying a framed set of resolutions eulogizing Inspector Flood and showing a picture of the Inspector.

" Following the resolution bearers came six peddlers attired in dress suits and wearing opera hats. They carried a monster glass case which contained a big silver loving cup for Captain Murtha. The loving cup was two feet high and bore inscriptions telling of the love which the push-cart men had for Captain Murtha.

" Then came the East Side Engravers' Union, each member of which had carved at least one word of praise on the loving cup. After the engravers came the citizen peddlers, all in holiday attire, and then the Essex Street Push-cart Association, each man wearing a silk hat and a white tie."

An account in the *Evening Post* of June 13, 1906, of a case of a push-cart peddler arraigned before Magistrate Whitman for violation of the ordinances, is equally instructive. The *Post* describes this incident as follows:

" Charles Zussman, arrested for peddling and arraigned to-day in the Essex Market Court before Magistrate Whitman, said: 'I am poor, Judge. I can't pay the fine.' The fine was one dollar for not having a license for his push-cart opposite 168 Essex street. The Magistrate discharged him, but after he had left the court room an officer of the license squad searched his pockets. In them was found \$550 in cash, two rings valued at \$12 each, three gold watches valued at \$135, and a pair of diamond earrings worth probably about \$150."

Moreover, the testimony given before the Commission by the push-cart peddlers themselves did not bear out the view that they were all poor people. Sigmund Schwartz, President of the United Citizens Peddlers' Association of Greater New York, representing the Jewish peddlers, testified with regard to the earnings of the push-cart peddlers that he had been a peddler for twenty years, and that he had made as much as \$20 a week, and that on the other hand he knew men who made only \$3 or \$4 a week. When asked what the average earnings of the push-cart peddlers were, he stated from \$15 to \$18 a week. It appears, however, that many of the peddlers have other occupations beside peddling; that some do not peddle throughout the year, but only in summer; that others only peddle when they are out of work or when there are slack times in their trades, and that many have other occupations regularly and let their wives or children attend to the push-carts while they are earning their livelihood in other occupations. In order, therefore, to determine to what extent peddling was the sole occupation of the persons enjoying licenses from the City, a special inquiry was made

with regard to the peddlers' other occupations. The great majority of the peddlers stated that they had no other occupations. In Manhattan, out of 3,848 peddlers, but 314 or 8 per cent. admitted another calling. These 314, however, seem to be divided into pretty nearly every kind of trade or profession, ranging from baker, coppersmith and iron-worker to rabbi, ragpicker and watchmaker. A detailed table showing the occupations of the peddlers, in Manhattan arranged by police precincts, will be found in Appendix V. In Brooklyn, out of a total of 667 peddlers, 189 or 28 per cent. we found, had other occupations, and the range here was almost as varied as in Manhattan.

LICENSES.

In view of the claims frequently made to the Commission, that thousands of peddlers were selling their wares in the streets without a license and that hundreds of peddlers had licenses in other men's names and that many persons controlled a great number of licenses, it was deemed advisable to make a thorough inquiry into all facts connected with this question. The first fact to determine, of course, was the number of peddlers in the city's streets who were properly licensed. Of the 3,848 peddlers recorded, we found in Manhattan 3,122 or 81 per cent. who had a proper license—that is, a license of the current year or one which had been renewed and on which the name of the licensee corresponded to the name given by the peddler as his name. There is of course an element of error in this statement, in that the peddlers may have been on their guard and given names which they knew to be on the licenses, fearing that if a different name were given they might get themselves into trouble. Every precaution, however, was taken to avoid this situation, as the investigators were instructed to ascertain, first, the man's name and address and other kindred facts before any inquiry whatever was made with regard to his license, and the name in which it was made out. Five hundred and twenty-two peddlers or over 13 per cent. of all those on the street in Manhattan, were found to be peddling without any license whatsoever; 72 peddlers or slightly less than 2 per cent. were using licenses which had expired; 6 peddlers or less than 1 per cent. had one license for two carts; 5 peddlers were peddling on veterans' licenses secured from the State, and 33 peddlers or less than 1 per cent. had licenses in other men's names. In Brooklyn 446 men or over 66 per cent. were properly licensed; 182 peddlers or 27 per cent. of those on the streets were peddling without any license whatsoever; 2 peddlers or less than 1 per cent. were using a license that



RIVINGTON STREET LOOKING EAST FROM ALLEN—CONTINUOUS
LINES OF PUSH-CARTS ON EACH SIDE OF THE STREET.



HOW PUSH-CARTS IMPEDE TRUCK TRAFFIC.

had expired, and 13 men or less than 2 per cent. had a license in another man's name.

Inquiry was also made to ascertain whether the record number of the license was displayed on the peddlers' push-carts, thus affording a ready means of identification to the authorities enforcing the ordinance. Section 523 of the Revised Ordinances provides that a sign bearing the number of the license must be attached to the side of the push-cart where it can be readily seen. This requirement, however, has seldom been enforced, although it has been the custom for some of the peddlers to paint in crude figures upon the side of the push-cart their license number.

In Manhattan the Commission found that in the great majority of cases, namely, 2,726 or over 70 per cent., there was no number upon the cart, and only in 329 cases or $8\frac{1}{2}$ per cent. was there a number on the cart that corresponded to the number on the license; in 793 cases or over 20 per cent. there was a number painted on the cart, but this did not correspond to the number on the license—indicating either that there had been an exchange of licenses between peddlers or an exchange of carts, or that the cart used was not owned by the peddler himself, but was either borrowed or rented. In Brooklyn 262 carts or 39 per cent. were found without any number; 217 or 32 per cent. had the correct number; and 188 or 28 per cent. had a number which did not correspond to the number of the license.

Some of the facts ascertained in individual cases in this inquiry have special interest. One Italian who was interviewed and found to be peddling on another man's license, stated that he had paid \$7 for it. An amusing case was found, where two peddlers, who lived in the same house, were discovered to have exchanged their licenses, both of which were good, but showing how little value the men attach to their licenses, what little effect they have and to what slight extent they are understood.

One man, an Italian, who was peddling without a license, said that he had a license, but the police had taken it from him; an interesting comment on the value of the present method of enforcing the ordinances. Another man, found selling goods on Seventh avenue, had no license; when questioned, he said that he possessed one, but he had loaned it to another man, who was using it over on Eighth avenue with a basket. A Greek, who had been in this country but one month and who was peddling without a license, when interrogated said he had applied for a license, but was refused one, and had determined to go ahead and peddle, and was doing so.

THE PADRONE SYSTEM.

Allusion has already been made to the system of barter and sale in licenses and a "boss" or "padrone" system existing among the Italians and Hebrews, by which one man has control of a number of push-carts and also of a number of licenses, hires persons to operate them for him, paying them daily or weekly wages, and makes material profits from their operation.

Before the appointment of the Commission an investigation of this subject had been made by Street Cleaning Commissioner Woodbury, who, in the fall of 1904, reported the facts with regard to the ownership of push-carts and presented a list of the men owning and controlling them in quantity. Commissioner Woodbury at that time said: "There exists on the East Side a union of push-cart stable keepers, who lease out push-carts for the day for 10 cents, and upon the payment of 25 cents the peddler hiring the push-cart, it is reported, is also provided with a license to enable him to ply his vocation unmolested by the police for that day. A security of \$5 is generally exacted for the license so loaned and must be surrendered in the evening on his return."

The Commission deemed it important, therefore, to endeavor to secure such facts as it might be possible to obtain, that would throw light upon this extremely important phase of its work. All of the peddlers themselves, and especially the representatives of the Italian peddlers, who testified before the Commission, were most urgent in their desire that the "padrone" system should be abolished, and the peddlers of every nationality—Hebrew, Italian, Greek and American—were a unit in the recommendation that the license should be a personal one, and that one man should have only one license.

The Commission accordingly has collected such information as it could with regard to the ownership of the push-carts. Of the 3,848 carts in Manhattan, the peddlers themselves stated that but 1,495, or 39 per cent., were owned by the peddlers, and that in 2,078 cases, or 54 per cent., the carts were rented from persons who owned a large number of them. In two cases the cart was borrowed, while in 18 cases or less than 1 per cent., the peddler stated that he was employed on salary or commission. In 83 cases, or over 2 per cent., the peddler admitted that he did not own the cart, but the investigator was not able to ascertain whether the peddler was employed on a salary or commission, or whether rent was paid for the cart. In 172 cases, or 4 per cent., no information on this subject was obtainable. In Brooklyn,

out of the 667 push-carts, 379, or 57 per cent., were owned by the peddlers and 279, or 42 per cent., were rented.

In addition, a special investigation was made with regard to the ownership of push-carts in quantity, and the name of the owner and his address, with the number of carts in the field, ascertained both in Manhattan and Brooklyn. It appears from the result of these investigations that one man in Manhattan was reported to have control of as many as 170 different push-carts; others had control of the following numbers: 66, 64, 62, 53, 52, 50, 46, 45, 44, 43, 41, etc. In Brooklyn one man was reported to have control of as many as 55 push-carts; others had control of as many as 34, 29, 14, etc. Detailed lists showing the names of these persons, with their addresses and the number of carts owned, will be found in Appendix V.

In addition to the facts already ascertained bearing on this subject, the Commission has secured a list of places in Manhattan and in Brooklyn where the push-carts are most frequently stored, with a record of the number of both loaded and empty carts found there on the day when the push-cart census was taken. In Manhattan 1,460 push-carts were found stored in these stables; of these 871 were empty and not in use, while 448 were loaded with goods, evidently to be sent out for sale next day. In 141 cases the investigators failed to ascertain whether the push-carts were loaded or empty. In Brooklyn only empty carts were found, and of these there were 138. The accompanying lists in Appendix V. give the places where the push-carts were stored and the number of carts found on these dates, both loaded and empty.

The facts thus ascertained with regard to the ownership of carts have a distinct bearing on this question of a monopoly of the ownership of push-carts and the existence of a "padrone" system. It appears that in Manhattan, out of a total of 296 carts used by men other than the owner, it was found that in 181 cases, or 61 per cent., the owner had but one cart in the field; in 60 cases, or 20 per cent., the owner had from two to ten carts in the field; in 14 cases, or 4 per cent., from 10 to 20 carts in the field; and in 15 cases, or 5 per cent., from 20 to 30 carts in the field. In Brooklyn, out of 79 cases where the carts used were used by men other than the owners, in 50 cases, or 63 per cent., the owner had but one cart in the field, and in 25 cases, or 29 per cent., he had from two to ten carts.

The testimony of the various witnesses at the public hearing given by the Commission with regard to the control of many licenses by few men, is of material interest in this connection. Sigmund Schwartz, president of the United Citizens' Peddlers' Association of Greater New

York, testified as follows, in response to the following questions from the Chairman of the Commission:

"The CHAIRMAN—Let me ask you this question: It has been stated here and on the outside, that some men have a number of licenses; that one man will control five, ten, fifty or probably more; so that the man with the cart has but the use of the cart and the license. What about this?"

"Mr. SCHWARTZ—I will explain that: Years ago when a man wanted to get a license he went there to the Bureau and got it, and he was in the business for a few weeks, probably during a strike in his line of trade. He would get a license for \$4, and then when the strike was over and he went back to his former business he would sell the license. Then there were some of the fellows who 'came over' (immigrants) who wanted to get licenses and could not get a license, so they would buy these from these other fellows."

"The CHAIRMAN—The charge definitely is this: That one man, for instance, will have fifty carts or ten or as many as you may say, but quite a number. He will get fifty men to come down here and ask for licenses for those carts, giving them the money. They in reality do not own the license or the cart, and they only work for this other man."

"Mr. SCHWARTZ—That is right. A man goes down and pays ten cents a day for the use of a cart; before the holidays they pay twenty-five cents a day. Some of them have been given licenses. There are not so many now. There were 500 or 600 on the east side, but now if a fellow goes to change his license papers he must have his citizenship papers with him. If he did not have the papers his license would be taken away from him. It was not that way before."

"The CHAIRMAN—In other words, they send a man down with citizenship papers?"

"Mr. SCHWARTZ—Yes, sir. But that man might not work on the cart then. He might have gone to Philadelphia."

It also developed from this questioning that the push-carts cost but \$10 to purchase outright, and under the existing system of rental the peddler is obliged to pay \$20 a year, so that it would be to the interest of the peddler himself to be compelled to own his own push-cart. One of the American peddlers who testified before the Commission, Mr. Murphy, stated that it was the practice of some peddlers



UNBROKEN LINES OF PUSH-CARTS ON ORCHARD STREET.



PUSH-CARTS DO NOT SELL ONLY NECESSITIES OF LIFE.

to get one license, and that, when the enforcing officer came along to inspect their licenses, the license was passed on from one peddler to another.

Mr. Lambert J. Marcucci, who appeared before the Commission on behalf of the Italian peddlers and represented particularly the Italian newspaper, "Il Progresso Americano," and also the Italian Push-Cart Peddlers' Association, testified along similar lines with regard to the evils connected with the padrone system and the control of a number of push-carts by few men. He stated: "Not to give the license save to the fully admitted citizen would result in the encouragement of the padrone system, and nothing else, because the padrone system was born from this fact. Some fellow with the privilege of being an American citizen, and having a license, sold his license to those unable to become American citizens. We realize that all but a few of the padrones we have are American citizens, and they sell their citizenship in parts. They have ten or twelve carts and they give their permission to the others. If you restrict this privilege to citizens, you certainly encourage the padrone system." And further, in regard to the issuing of licenses, he said: "The Italian push-cart peddlers pledge their good will to co-operate with the authorities for the extirpation of the so-called 'padrone system.'" * * * They respectfully note that the suggestion of depriving of the license those who have not full citizenship papers would be, if enforced, a cruel, impolitic and unwise act. Cruel, because the greater part of the peddlers have not the full papers; impolitic, because no better preparation for American citizenship can be made for these poor, simple-hearted people than by this striving to earn their living with honest work; unwise, because the needs of the families oblige the non-citizen peddler to buy the privilege of a license from a license holder; and there are unfortunately too many ready to sell this advantage of citizenship by taking out a license in their names which another will profit by. The padrone system has its roots in the misunderstanding still common to those people, that to have a license they must produce the citizenship papers."

H. Goldstein, vice-president of the Citizens' Peddlers' Association of New York, testified that a similar system existed among the Hebrews. In answer to a question from the Chairman, "What was the largest number of licenses which you ever heard of one man holding?" he replied: "People control fifteen or twenty. They will give you \$10 for any license and make money on it."

"The CHAIRMAN—The same man?"

"Mr. GOLDSTEIN—One man will buy licenses as many as 50."

EXTORTION OF SHOPKEEPERS.

Allusion is made elsewhere in this report to a system of extortion on the part of shopkeepers, compelling peddlers who wish to stand in front of their shops to pay tribute regularly to them for that privilege, and who, failing to receive such tribute, complain to the police of a violation of the ordinances. Sigmund Schwartz, the President of the United Citizens' Peddlers' Association, testified before the Commission as follows, in response to a question from Mr. Hill, Secretary of the Commission:

" Mr. HILL—You say the push-cart man does not pay rent. Does he pay something, not rent, for the privilege of standing in front of certain places?

" Mr. SCHWARTZ—Yes, sir.

" Mr. HILL—How much do they pay?

" Mr. SCHWARTZ—Sometimes ten dollars, or twelve or fifteen dollars a month. They ask a man, ' Will you let me stand in front of your place during the holidays?' and he says, ' Well, you know I have to pay rent here, I cannot do that for nothing.' He says, ' Give me \$25 and I will do it.'

" The CHAIRMAN—Those who pay rent are not touched by the police?

" Mr. SCHWARTZ—No. A fellow complained that he wanted a push-cart man put away from his place. I went to the Captain, and said, ' If this man complains about this peddler standing there and makes him go away, don't let anybody else go there.' ' If he wants the front of his premises kept clear, he cannot put any other cart there.' That man went around to the station house and the Captain told him that; and so he left this fellow alone."

In an interview between Police Inspector Max F. Schmittberger and Mr. Hill, Secretary of the Commission, while making inspections of push-cart conditions on the East Side on April 12, 1905, the Inspector pointed out the fact that a large number of the push-carts in Hester, Orchard and Rivington streets were owned by the storekeepers in these streets, and that the peddlers were selling exactly the same goods as were sold in the stores. In connection with this, a storekeeper of 58½ Hester street was interviewed. He showed his license and stated that he kept his cart in front of his basement store all the time. When a storekeeper does not desire to put a cart in front of his house



PUSH-CARTS AT HESTER AND SUFFOLK STREETS.



CONDITIONS ON FORSYTH STREET NEAR BAYARD.

for his own line of goods, he frequently lets out the space in the public street to some man in another line of business. The Inspector stated that it was told him that these storekeepers frequently derived \$15 a month from one cart, for the privilege of standing in front of their store. In Orchard street a number of peddlers were interviewed, who stated that they themselves did not pay for the privilege of standing in front of the stores, but that there were two or three stores on the block which did make such charges.

Patrolman Selig Whitman, who for a period of two and one-half years was assigned to the Street Cleaning Department, and had under him chiefly the regulation of the push-cart peddlers, made the following statement to the Commission with regard to this subject.

“During the course of my investigation made while assigned to the Street Cleaning Department, I found that it is not an unusual occurrence for a storekeeper to let out stands, cellars and push-cart space, in front of his respective store, for a gain. In many instances, I found that this gain almost nets two-thirds of the whole rent of the store; all this is done under the guise of official right; no receipt is given or money received for push-cart space, other than a verbal one; in other instances an enormous rental is charged, for the use of a cellar, to which is attached the privilege of push-cart space in front of the premises; this privilege or rental is given only from month to month, and when one is found, who is willing to pay a larger rental for the push-cart space, the old tenant is given notice to vacate, and this tenant not knowing any better, believes it is the storekeeper's privilege to let the sidewalk and curb space to the highest bidder. In occasional instances, the push-cart vendor ‘puts his foot down,’ and refuses to be taxed any further advance, and also refuses to vacate. The storekeeper will then complain to the police, saying that he objects to the push-cart vendors using and occupying a position in front of his premises; the place is then cleared and for a few days no one is permitted there, when he installs the favorite vendor, that is, the favorite so far as the rental is concerned.”

Sigmund Schwartz, President of the United Citizens' Peddlers' Association, has made the following statement with regard to this subject:

“One man who keeps a drug store at the corner of Rivington and Orchard streets, has been in the habit of collecting rent from carts in front of his place and other classes of stands, as

follows: One soda water stand \$25 per month; one pickle stand, \$35 per month; two boxes with eggs, \$15 per month; boot-black stand, \$20 per month; four push-carts, \$10 each, \$40 per month. This man's rent for his drug store was raised from \$70 per month to \$200 on account of the rents he was receiving for privileges in front of his place."

GOODS SOLD ON THE PUSH-CARTS.

From time immemorial in all countries there has been provision for open air markets of one kind or another for the sale of food, especially fruit, for the poorer people, and it was undoubtedly in accordance with this custom that licenses to peddle in New York's streets were originally granted. Gradually a change has taken place, until now the peddlers no longer limit themselves to the sale of food, although still most of the goods sold are of this nature.

As one of the reasons that have been advanced for the removal of the peddlers from the streets was the serious injury to health, caused by selling food of an inferior quality, the Commission determined to include in its inquiry a careful examination of the kinds of goods sold, especially food. In Manhattan it was found that food of one kind or another constituted 69 per cent. of all goods sold. Had our inquiry been made at some other time of the year, namely, in the winter, the proportion would undoubtedly have been less. The greatest variety in the nature of the food sold was found. In the tables accompanying this report these various kinds of food have been classified in four broad classes: Fruit, vegetables, sea food and other foods. The varieties of foods sold are almost innumerable, for instance, among sea food we found clams, fish and oysters; among fruits, apples, bananas, cherries, cranberries, dates, dried fruits, figs, grapes, grape fruit, lemons, oranges, pears, pineapples, plums and strawberries; among vegetables we found artichokes, asparagus, beans, beets, cabbage, carrots, celery, cucumbers, egg plant, horse radish, lettuce, onions, parsley, parsnips, peas, peppers, potatoes, radishes, rice, spinach, sprouts, tomatoes, turnips; while a miscellaneous class included such incongruous articles as bread, cakes, candies, cheese, eggs, ice cream, lemonade, nuts, olives, peanuts, pickles, seltzer water and tea. The tables in Appendix V. show the number of push-carts found selling each article of food.

Looking at the question broadly, we found in Manhattan 193 peddlers, or 5 per cent., selling fish; 1,442 peddlers, or 37 per cent., selling fruit; 567 peddlers, or 15 per cent., selling vegetables, and 457 ped-



ITALIAN WOMAN PEDDLING FISH.



BREAD FOR SALE.

dlers, or 12 per cent., selling other kinds of foods. In Brooklyn, 19 peddlers, or 3 per cent., were found selling fish; 150 peddlers, or 23 per cent., fruit; 165 peddlers, or 25 per cent., vegetables, and 128 peddlers, or 19 per cent., other foods. The percentage of peddlers selling food in Brooklyn was identical with that in Manhattan, namely, 69 per cent.

A special inquiry was made with regard to the quality of food sold upon the push-carts, the investigators being instructed to report whether the food was good, fair, bad or injurious to health. They were told to look over the food carefully, and if they found it was such that they would be willing to buy it for their families, to mark it "good"; if they were in doubt about it, to class it as "fair"; if they did not think they would want members of their families to eat it, to mark it "bad" or "injurious to health," as the case might be. In Manhattan, in 1,952 cases, or 71 per cent. it was reported that the food found upon the push-carts was "good"; in 599 cases, or 22 per cent., that the food was "fair," and in only 34 cases, or 1 per cent., that the food was "bad"; while in but 9 cases, or less than one-half of 1 per cent., was the food reported to be "injurious to health." In Brooklyn similar conditions were found; in 399 cases, or 75 per cent., the food was reported "good"; in 109 cases, or 21 per cent., "fair"; while in only 4 cases, or less than 1 per cent., was it reported "bad," and in no cases "injurious to health."

In addition to these facts ascertained by the investigators in the general inquiry, a special investigation was made through the Department of Health under the direction of Dr. Walter Bensel, the Assistant Sanitary Superintendent. This investigation was made on April 27, 1905, and covered an area of about thirty blocks on the lower east side. Besides examining foods sold on 1,249 push-carts, foods sold in 964 neighboring stores were similarly examined. The official report of the Health Department shows that as a result of this investigation, only on 44 push-carts, out of 1,249, or $3\frac{1}{2}$ per cent. of the total number examined, was any food found in a condition unfit for human consumption, and on these 44 carts there was only a small percentage of food in such condition. The report of Dr. Bensel is as follows:

"On April 27 a careful investigation was made of the stores and stands, covering an area of about thirty blocks, on the lower east side. Nine hundred and sixty-four (964) stores were examined, in which were sold meat, fish or other foodstuffs. Three hundred and eighty (380) stands were examined, on which were sold salt or smoked fish or other foodstuffs.

"In 128 of these stores eighty-five (85) pounds of meat and fish, and nine hundred and fifty (950) pounds of other foodstuffs were found to be in unfit condition and were condemned and destroyed. On 138 of the stands, twenty-five (25) pounds of salt or smoked fish, and two hundred (200) pounds of other foodstuffs were found to be in unfit condition, and were condemned and destroyed.

"Inspection has been made of one thousand two hundred forty-nine (1,249) push-carts. On forty-four (44) of these was found a small percentage of food in a condition unfit for human consumption. This means apparently that about three and one-half per cent. ($3\frac{1}{2}$) of the total number of push-carts may contain at times a certain amount of improper food.

"On the other hand, it was found that less than one quarter ($\frac{1}{4}$) of 1 per cent. of the food or fruit on each one of these carts was more or less decayed. The average weight of merchandise on each cart is one hundred (100) pounds.

"Pounds of foodstuffs examined, 124,900.

"Pounds of foodstuffs found in bad condition, 250.

"Carts inspected, 1,249.

"Carts containing unfit food, 44, $3\frac{1}{2}$ per cent.

" (Signed) WALTER BENSEL, M. D."

Thirty-one per cent. of the goods sold on the push-carts was other than food or food supplies. In Manhattan 376 carts, or 10 per cent., contained dry goods; 315 carts, or 8 per cent., clothing; 405 carts, or 11 per cent., miscellaneous supplies not included in any of the above categories, and 89 carts, or 2 per cent., contained mixtures of various classes of goods. In Brooklyn, 57 carts, or 9 per cent., contained dry goods, 32 carts, or 5 per cent., clothing; 67 carts, or 10 per cent., contained miscellaneous supplies not included in any of the above classes, and 47 carts, or 7 per cent., contained mixtures of various classes of goods.

PEDDLING DURING THE RELIGIOUS HOLY DAYS.

The push-cart problem is so largely bound up with the problems of the nationalities chiefly engaged in it, namely, the Hebrews and Italians, that no consideration of it would be complete which did not take into account the fact that conditions are not the same at all times of the year, and that with these two races there are occasions when the push-



IN THE ITALIAN QUARTER—MULBERRY STREET.



MULBERRY STREET NORTH OF HESTER—CONTINUOUS ROWS OF
PUSH-CARTS.

cart industry is at its height, notably during the times preceding the religious holy days of both these races, as well as during the Christmas season.

The leading Hebrew holy days are celebrated according to the lunar months and are therefore variable in the same way as the Christian Easter. In the year 1906 these holy days fall as follows: The Hebrew New Year, September 19 to 21; Day of Atonement, September 29 and 30; Feast of Tabernacles, October 4 to 12; Passover or Easter, March 29 to April 5; Purim, some time in February.

The leading Italian holy days are: The Feast of Mt. Carmel, July 16; Assumption, August 15; St. Rocco, August 16; All Souls, November 2; and Christmas, December 25.

It has frequently been the custom for the aldermen during the periods preceding these holy days, to pass resolutions suspending the operation of the peddling ordinances, the effect of which has been largely to increase the number of peddlers upon the city's streets, not only during these particular periods, but permanently, as many men are induced to take up the occupation of peddling during periods when no license is required, who gradually drift into this work as a permanent calling, with the result that many of the peddlers are found to be peddling in the city streets without any license whatever. The suspension of the ordinances for these periods moreover breeds a general disrespect for the ordinances at other times of the year. It is not strange that this state of affairs should result in view of the fact that for long periods of time the peddlers are not required to comply with any rules or regulations; such a condition of affairs must necessarily breed a spirit of lawlessness. The statistics presented elsewhere in this report, showing the number of arrests of peddlers made in Manhattan in one year and the charges under which the prisoners were arraigned, indicates clearly the general disregard of the ordinances that exists.

In order to ascertain to what extent the number of peddlers was increased during certain periods of the Hebrew holy days, a special investigation was made during one of these times, and the number of push-carts found on certain streets of the lower East Side—namely, Bayard, Delancey, Essex, Forsyth, Grand, Hester, Houston, Orchard, Rivington and Stanton—was ascertained. It was found in the district investigated that there was an increase of 68 per cent. in the number of peddlers on the street during this holy-day period, over the number found at the time the census was taken by this Commission, there being 1,494 peddlers on this day, as compared with 891 on the day of our census.

The Commission is clearly of opinion that the practice of suspending the ordinances should be discontinued, and that provision should be made for special temporary licenses to be issued only for these holy-day periods, for which a small fee may be charged. The Commission has therefore included in its recommendations a plan for the issuance of such temporary licenses.

NIGHT PEDDLING.

Although the majority of push-cart peddlers ply their trade in the daytime, in some quarters of the City and especially at certain seasons of the year, this business is carried on during the larger part of the night as well as the day. In order to determine to what extent such a condition of affairs existed, on May 11th, the same day that the census of the push-carts was taken, a special night inspection was made under the direction of Police Inspector Max Schmittberger, of the number of push-carts found on the streets between 4 P. M. and midnight in the First, Fifth, Seventh, Twelfth, Thirteenth, Fourteenth and Fifteenth Precincts. 2,291 push-carts were found on the streets in these precincts during this inspection as follows: First Precinct, 119; Fifth Precinct, 43; Seventh Precinct, 174; Twelfth Precinct, 1,074; Thirteenth Precinct, 416; Fourteenth Precinct, 242; Fifteenth Precinct, 223.

A comparison of these figures, with the number of carts found in the same precincts in the daytime from noon until 4 o'clock in the afternoon of the same day, is of interest. For example, in the First Precinct there were 25 carts more in the daytime than at night; in the Fifth Precinct 5 less in the daytime than at night; in the Seventh Precinct 36 more in the daytime than at night; in the Twelfth Precinct 140 more at night than in the day; in the Thirteenth Precinct 324 less at night than in the day; in the Fourteenth Precinct 13 more in the daytime than at night, and in the Fifteenth Precinct 20 more at night than in the daytime. The Commission has seriously considered the advisability of restricting the hours within which push-carts may occupy the streets and has been in considerable doubt as to the wisdom of such a regulation. In the absence of more specific complaint from the residents of the districts in which the push-carts are chiefly to be found, as to disturbance at night because of noise, the Commission is of the opinion that no restriction of this night traffic should be made at the present time.



AN ARREST.

RELATION OF THE PEDDLERS TO THE POLICE.

In the report of the Mayor's Secretary for 1903 dealing with the work of the Bureau of Licenses, attention is called to a system of blackmail of push-cart peddlers carried on by certain police officers, as well as a similar system of extortion practiced by the store-keepers in the neighborhoods in which the peddlers congregate. In this report the Mayor's Secretary says:

"Formerly, knowing that they were violating all the ordinances, the peddlers felt a sense of insecurity and found themselves absolutely in the power of any rough policeman who might take offense or entertain a grudge against a particular vendor. It was also the fertile source of a well organized system of blackmail carried on by certain police officers, with the probable co-operation and connivance of some representatives of the peddlers. Furthermore, there arose a system of collection of rentals by the shop-keepers in front of whose stores push-carts were placed. If the rental was not paid, the shop-keeper would immediately complain to the police that the peddler was a nuisance, an objection not repeated when the next peddler took his stand in front of the store and paid the unlawful rental."

The Commission has no information with regard to either of these charges. It has been a matter of public knowledge for some time that among some unscrupulous members of the police force there has been carried on a system of petty blackmail of these peddlers, the peddlers having been "shaken down" at stated intervals by the policeman on the post. In a similar way the system of compelling the peddlers to pay tribute to the store-keeper in front of whose place of business the individual peddler might stand, has been a matter of common knowledge for some years past.

The Commission has not thought it worth while to attempt to obtain evidence with regard to either of these charges. The peddlers themselves have been unanimous in admitting their truth. Nor did the Commission see anything to be gained by ascertaining individual cases of this kind in view of the fact that the practice was generally known to exist.

We have, however, thought that it would be of interest and of possible future value to include in our report figures showing the number of peddlers arrested each year and the reasons for such arrests. The tables appended to this report furnished by the Police Department show in detail for the Borough of Manhattan for the year 1904, the following facts, arranged by police precincts: The number of peddlers arrested

on various charges, as follows: Having no license, having no number or name on the cart, not having a copy of the ordinance exposed, obstructing the crossings, obstructing the fire hydrants, obstructing the sidewalks and streets, obstructing traffic generally, selling in restricted streets, standing over thirty minutes in one place, standing within a space of ten feet of each other, standing at the curb, standing on the wrong side of the street, disorderly conduct, complaint of storekeepers, violation of the ordinances, violation of Sanitary Code and violation of the "Sunday Law," and in addition the number of men discharged, the number fined and the amount of the fines imposed.

A total of 5,124 arrests were made during the year; of these 1,280 were for peddling without a license, 2,013 were for standing at the curb, 460 were for violation of the Sanitary Code and 445 were for selling in restricted streets; 219 for obstructing the sidewalks, 109 for obstructing the streets and 101 for obstructing the crossings; while 127 were for standing over thirty minutes in one place.

To what extent the charges on which the prisoners were arraigned are accurate, is a difficult question to determine. It is to be feared that in many cases the policeman arrested the man and determined upon the charge afterward. The figures quoted are extremely instructive, however, with regard to the enforcement of the push-cart ordinances and the regulation of this trade. It is apparent that if a proper system of enforcement existed there would not be during any one year 1,280 peddlers arrested for peddling without a license. The relation of the punishment inflicted for this charge probably has a great deal to do with the large number of arrests of this kind. Although 1,280 arrests were made, the great majority of persons arrested on this charge were fined but \$2—815 having been fined that amount and only 97 persons anything more than this. The highest amount of any fine imposed was \$10, although in two cases peddlers were sentenced to two months in the city prison, presumably because of some especially aggravating circumstances. The most frequent charge, as will be seen from the tables, is for standing at the curb and obstructing traffic in one way or another.

While the Commission has not thought it necessary or desirable to make any extensive inquiry into the charges of police blackmail and extortion by store-keepers, it has at all times borne this state of affairs in mind, and in formulating its remedies for present conditions, has sought to prevent in future the existence of any such system. It is believed that under the plan of regulation proposed by the Commission as embodied in this report, blackmail by the police and by the shop-keepers will no longer be possible.

THE INCREASE OF FIRE DANGERS.

Allusion has already been made to the increase of the dangers from fire in the crowded quarters of the city, because of the impediment to traffic and to the quick passage of fire engines through the streets, because of the crowded conditions due to the push-carts.

In order to ascertain to what extent this condition was really a menace, the foremen of various engine and hook and ladder companies of the Fire Department were requested by Fire Chief Edward F. Croker to report their experiences in this regard. That present conditions are a serious menace and add materially to loss of life and of property because of the delay in reaching fires is fully borne out by these reports, a few extracts from which are given as follows:

John B. Hughes, Foreman of Engine Company No. 33, writes:

"The apparatus of this company while responding to alarms for fire have on many occasions been delayed on the streets of the east side of the city, owing to the number of push-carts standing in said streets, and in some of the streets it is impossible to make any headway while responding to stations. The drivers are in constant dread of accidents or collisions with said push-carts or their owners, and on that account the apparatus of this company are many times brought to a walk, and in many cases are compelled to come to a standstill in order to avoid an accident."

Edward F. Birmingham, Assistant Foreman Engine Company No. 11, detailed to Engine Company No. 15, writes:

"From my experience on the east side of the city the crowding of push-carts in the streets delays the apparatus of this department in many different ways, viz.: an engine trying to connect up to a hydrant; at times you must threaten them with "arrest" before they move on, also being delayed while responding to alarms, you cannot pull out right or left on account of the push-carts being lined up on both sides of the streets. It is my honest opinion that they are a menace to public safety and are certainly detrimental to the interests of this department."

Thomas F. Norton, Foreman of Engine Company No. 55, writes:

"This company has been delayed on several occasions while responding to stations on the east side by push-carts crowding the streets and blocking hydrants, especially on Grand street and Rivington street. The push-cart owners neglect and refuse to open the streets as the apparatus approaches, and the members

of the company are often compelled to lift the push-carts on to the sidewalk in order to get the engine close enough to the hydrant to make connections. Push-carts in the East Side streets are very numerous and detrimental to the interests of this department and greatly impede the progress of the apparatus when responding to alarms for fire."

Philip C. Harmon, Jr., Foreman of Hook and Ladder Company No. 9, writes:

"Push-carts around the streets of the east side have interfered, caused delay and accidents with this company in responding and returning from alarms of fire, causing a closing of streets in which they are located, giving the drivers no chance to pull to either side of the street to pass a wagon or truck which they may meet, and in my opinion they are detrimental to the interests of this department."

William Devlin, Foreman of Hook and Ladder Company No. 18, writes:

"In responding to alarms for fire in this district I find the push-carts interfere with the speed of the apparatus to a very great extent, they occupying as a rule both sides of the streets; vehicles going either way have not space enough to pull out on the approach of fire apparatus, to allow same to proceed with the necessary speed. While drivers of vehicles generally are anxious to give the right of way to fire apparatus, they cannot do so, owing to the presence of the push-carts on the streets. This condition has existed in this part of the city since the push-carts have been allowed to occupy the streets. It is my opinion that the presence of the push-carts on the streets is very detrimental to the best interests of this department."

Timothy J. McAuliffe, Foreman of Engine Company No. 31, writes:

"The apparatus of this company has in the past experienced a great deal of difficulty in responding to alarms of fire on the east side of this city, by the crowding of push-carts in the streets, obstructing the passage of the apparatus through the streets and obstructing the fire hydrants, and in my opinion their presence is a menace to life and limb, and is detrimental to the best interests of this department."

Similar reports, giving experiences indicating similar delays, inconvenience and danger, have been received from the Foremen of Engine Companies Nos. 4, 9, 11, 17 and 32, and of Hook and Ladder Companies Nos. 6 and 20.



PUSH-CARTS ON ESSEX STREET.



HOW THE PUSH-CARTS OBSTRUCT THE FIRE HYDRANTS.

MARKETS.

At various times persons have suggested as a solution for the push-cart problem, the establishment of municipal markets in different quarters of the city, especially in the more crowded tenement districts. This suggestion was made originally and pushed with much energy by the late Colonel George E. Waring, Jr., the Commissioner of Street Cleaning during Mayor Strong's administration. It was renewed in the report of the Secretary to the Mayor under Mayor Low's administration for 1903, and published in the "City Record" of January 21, 1904.

In that report Mr. James B. Reynolds, as Secretary to the Mayor, and having special charge of the work of the Bureau of Licenses, reported as follows:

"A better and more satisfactory handling of this problem would, I believe, be found in the creation of three or four push-cart markets by the city and the requirement upon the establishment of these markets, that all push-carts be relegated to them.
* * * If this plan could be considered, I would strongly recommend that one market be established in that section of the east side between Houston street and the Bowery by condemnation of an entire block in about the locality of the typical block selected; or in the condemnation of two half blocks, one near the section named and the other nearer the East river; a third might be established on a half block not far from Mulberry Bend Park; a fourth between Eighth and Ninth avenues above Thirty-fourth street, and a fifth on the upper east side below One Hundred and Twenty-fifth street."

With this report Mr. Reynolds submitted a plan showing an arrangement of an entire east side block, the block bounded by Rivington and Stanton streets, from Ludlow to Orchard streets, with the push-carts arranged in six long rows, providing accommodations for a total of 880 push-carts. In his report Mr. Reynolds says:

"I have been constantly assured by peddlers that many of them would gladly go to a market where they could be assured of protection. They have even shown me calculations which they made, demonstrating the possibility of the payment of a moderate rental by each peddler, rated at so much per week, and which they claim would be adequate to compensate the city for taking a block and turning it into a market. While I have not verified the accuracy of these figures, I am strongly

of the opinion the benefits to the public would be such that if the city were not able to make a profit from its market, it would still be wise to maintain it."

This whole subject has been given careful study by the Commission. At the beginning of its work a number of members of the Commission were favorably inclined to the establishment of municipal markets, having heard only the popular presentation of the subject and believing that it might offer a solution for the problem. Upon a more thorough consideration of the questions involved, we are clearly of opinion that the push-cart problem cannot be solved by the creation of municipal markets. The reasons for this conclusion cannot be stated in any better way than was stated by Lambert J. Marcucci, representing the Italian Push-Cart Peddlers' Association. He said:

"The push-cart peddlers are unanimously against a market, or even three markets, where to locate the peddlers. The patrons of the peddlers buy from them because their merchandise is handy, everywhere. To congregate the peddlers in one or in ten places in all the city would mean destruction for the class."

Mr. Marcucci in this statement touched the entire root of the matter. The Commission found push-carts distributed all over Manhattan Island, from One Hundred and Ninetieth street as far south as the Battery. Of what use to the population in West Thirty-ninth street would a market in Rivington or Orchard streets be, or of what use would a market in Mulberry and Houston streets be to the tenement population living in East Eleventh street and First avenue? As the tenement districts are scattered all over the city, it is obvious that if the push-cart peddlers exist at all for the accommodation of the tenement house population, the concentration of the peddlers in one market or in a few markets will in no way meet the needs of the people. The peddler must be free to travel from place to place, and there must be peddlers on each street where the tenement people live if those people are to use the advantages offered by the push-cart business.

Because of these fundamental objections and also because of the fact that no plan of municipal markets for push-cart peddlers can be devised that will pay the interest on the bonds, the Commission is of the opinion that in no way will the establishment of municipal markets solve the push-cart problem.

In the report of Mayor Low's secretary already alluded to, the block bounded by Stanton and Rivington streets, from Orchard to Ludlow, is suggested as a site for a municipal market for this purpose,



THE FISH MARKET UNDER THE WILLIAMSBURG BRIDGE.

and the plan accompanying this report shows accommodations for 880 push-carts. Unfortunately, in presenting this plan, the persons urging it did not take into consideration the financial questions involved. Had they done so, they would have seen that the project was not feasible. A block such as this, located in the crowded east side, would cost the city to acquire either by purchase or by condemnation, \$1,500,000 for the property alone. In order to pay the interest on the bonds at the current rate of 4 per cent., it would be necessary to secure an annual revenue from rentals of push-carts amounting to \$60,000. With 880 carts this would mean an annual rental for each push-cart peddler of \$68. As the peddlers now annually pay \$4, and many of them \$2 for the privilege of traveling throughout any part of the city, and as the average weekly earnings of the push-cart peddlers are from \$12 to \$15 a week, it is obvious that a rental of \$68 a year for each push-cart would be prohibitive. Moreover, the revenue thus derived would only pay the interest on the bonds for the initial cost of the property, and would not include the cost of the building, would make no provision for a depreciation fund or sinking fund nor for annual maintenance and the salaries of caretakers and other employees. In former years the city engaged in the business of providing space to dealers for the purpose of selling supplies, notably at Centre, Jefferson, Tompkins and Catherine Markets, and especially at Fulton and Washington Markets. Several of these markets have gradually been abandoned, namely, Centre, Catherine, Union and Clinton Markets. Only the largest of them, namely, the West Washington, Washington and Fulton Markets, are profitable to the city. Centre Market, for instance, returned in the year 1903 up to July 16, when it was closed, a revenue of \$2,550, notwithstanding the fact that its assessed valuation is \$350,000. To pay 4 per cent. interest on this valuation would mean that the annual revenues from rentals and fees should equal \$14,000 instead of \$5,100. Similarly, Jefferson Market, the assessed valuation of which is \$500,000, returned in rents in 1904 but \$9,655. To pay 4 per cent. interest on its value, the return should have been \$20,000.

We can see no reason why The City of New York should go into the business of providing shop space for dealers in any class of supplies, at a large annual loss, nor why taxpayers should be called upon to bear such a burden.

For these reasons and for the more fundamental reason that the establishment of markets would not solve the Push-cart Problem, the Commission has not included in its recommendations any recommendation for the establishment of municipal markets.

ENFORCEMENT.

To what extent the existing evils are due to defects in the present method of regulation and to what extent to the failure to enforce existing laws, is one of the subjects to which the Commission has given careful attention.

The responsibility for the enforcement of the ordinances with regard to peddlers is unfortunately divided between two City Departments: The Police Department, which is responsible for enforcing all ordinances (with some few exceptions) and the office of the Bureau of Licenses of the Mayor's Marshal. As is usually the case where there is divided responsibility, there is duplication of effort and a failure to secure compliance with the statute to the same extent as would be possible if responsibility were centralized.

The enforcement of these ordinances by the Police Department is had through the men on post, who from time to time arrest push-cart peddlers on various charges, chiefly on the charge of standing too near the curb, of standing longer in one place than the specified time of thirty minutes, or of obstructing the street or traffic generally. As the maximum fine that is generally imposed by the magistrates in these cases is but \$2, it is apparent that the peddlers do not greatly fear arrest. There is also unfortunately a popular belief, already alluded to elsewhere in this report, that many of these arrests are made for the purpose of blackmail, so as to compel the peddlers to pay the police officers a small gratuity for the privilege of breaking the law, and thus avoid arrest.

The enforcement of the Push-cart Ordinances by the Bureau of Licenses of the Mayor's office is in the direct charge of the head of that Bureau, who is known as the Chief of the Bureau of Licenses. Besides having jurisdiction over push-cart peddlers he has many other duties, namely, jurisdiction over other peddlers, the licensing of public carts, hacks, express wagons, junk shops, ticket speculators, public shooting galleries, bowling alleys and so on, as well as newspaper and soda water stands and similar privileges. Up to a few years ago the regulation of employment agencies as well, was under the jurisdiction of this officer. The staff employed in this Bureau on July 1, 1906, consisted of a chief, two deputy chiefs, four financial clerks, six other clerks and a stenographer, with a total annual payroll of \$21,200. In addition, there is detailed to the service of this Bureau a special squad of 28 patrolmen, 1 sergeant and 1 roundsman from the Police Department at an annual cost of \$42,700, making the total cost of this Bureau \$63,900 for salaries alone. The patrolmen serve as inspectors and are



BROOKLYN CONDITIONS—PUSH-CARTS ON SEIGEL STREET
NEAR MANHATTAN AVENUE.



PUSH-CARTS ON MANHATTAN AVENUE IN BROOKLYN.

the only employees in this Bureau who are assigned to field work. Of these 28 patrolmen attached to the License Bureau, only four are detailed for the inspection of push-carts; and these four are required to thoroughly inspect the 4,500 push-carts in the Greater City. It is, of course, obvious that no adequate method of inspection can be accomplished with so inadequate a force.

The following statement made by John P. Corrigan, Chief of the Bureau of Licenses, describes the system in vogue in this Bureau:

" 1. Two officers of the License Squad, assigned to this particular class of licenses, are stationed in the office here every day from 9 A. M. to 12 M., to receive applications for new peddlers' licenses. Applicants are referred to these officers, to whom they give their names and addresses and state the particular kind of license they desire, whether for horse and wagon, push-cart or basket. These facts are noted on a blank form. They must also furnish two letters of recommendation and are questioned as to the length of their period of residence in this State, as the ordinance requires a legal residence in the State of at least one year. They are then further questioned as to their citizenship and required to show their citizen papers, either a 'first paper' or full citizenship certificate, as under the provisions of the ordinances, applicants for licenses must be citizens of the United States or at least have declared their intention to become such. Should an applicant, however, have a 'first paper' which shows the time to have elapsed when he can become a full citizen, he is required to procure a full citizenship certificate, in further accord with the provisions of the ordinance, before his application is accepted. After complying with all the foregoing regulations, the applicant is then given a slip of paper by one of the officers, upon which is stamped a notice for him to return to this office two or three days later to learn the result of the investigation into his references.

" 2. At 12 M. the receipt of applications closes for the day. The two officers who have taken the applications then devote the balance of the day to their investigation. They verify the addresses given by applicants, again require the applicant to produce his citizen paper, if found at home, call upon the persons purporting to have written the letters of recommendation, and sometimes by inquiry among neighbors they endeavor to obtain information as to the general character of such applicant. All

information obtained is reported by the officer on the original form No. 1 and turned in by him to this office the following morning.

“3. These reports of their investigations which are handed in every morning by the officers are examined by myself, or the Deputy Chief, and if applicants are found to have conformed with all the rules of the office and the provisions of the ordinances, they are ‘O. K’d.’ Should the report show the contrary, however, they are marked ‘No.’

“4. After having been examined and checked by myself, or my Deputy, these reports are turned over to one of the clerks in the office, to whom the applicants are referred when they return and present the slip which is given them on their first appearance here (form No. 2). When such a slip is presented the clerk looks up the report on the applicant and if the same is marked ‘O. K.’ he issues a license. If marked ‘No,’ however, he informs the applicant that he cannot obtain a license and advises him the reason therefor.

“Some of the reasons for the refusal of a license to an applicant are: Having no citizenship paper of any kind; having a ‘first paper’ which shows that the time has elapsed when full citizenship certificate can be procured; not having had a legal residence in the State of at least one year; and also for fictitious names, addresses and letters of recommendation given on application.

“5. Once a license has been obtained, the licensee can renew the same—either before or within thirty days after its expiration—for another term of one year at one half the original cost. When applying for such renewal he is required to show the badge which was issued to him with the original license, as well as his citizenship paper, which identifies him as the person entitled to the renewal. Should there for some reason be any further doubts as to the identity of the applicant for renewal, he is questioned on the facts contained in his citizenship paper, such as to his age, date of arrival in this country, and so forth, upon which, if satisfactorily answered, the license is renewed without any further question.

“The foregoing statement covers all the facts in relation to this subject so far as this Bureau is concerned.”



HESTER STREET LOOKING EAST FROM ELDRIDGE STREET.



THE HOT POTATO MAN—THE NEAREST TO THE AUTOMOBILE
PUSH-CART AS YET.

The most serious defect of this system is the fact that all of the important statements made by applicants for a license are merely verbal statements written down by an employee of the City. It is obvious that it would be impossible under this arrangement to revoke a license for false statements, where the original statements are not a matter of record. The effect of this also is to make the applicant feel that securing a license is a matter of slight importance. It would certainly seem a wise requirement that all applications for privileges to peddle in the streets, should be filled out by the applicant in writing.

The information required of the applicant with regard to himself personally, is of so superficial a character as to be of little value. The purpose of having any such requirements is to make sure that the license, which is a personal privilege to peddle, shall only be granted to a person complying with the provisions of the ordinances and entitled to such a privilege. If, therefore, the system is such as to permit easy evasion of these requirements, it obviously is inadequate. No effort is made to secure a description of the applicant, such as is required on a passport, namely, the essential physical characteristics, height, weight, color of hair and eyes, and so on. It is also to be noted that applicants are merely required to show their citizen's papers, and not to leave duplicates of them as a matter of record in the office. This of course opens the door for corruption on the part of employees in the office, who under this system are in a position to grant licenses for a consideration, where citizens' papers do not exist. The Commission does not wish to be misunderstood: It does not charge that any such practice exists, but simply wishes to point out that the looseness of the methods employed would permit it. It is also unfortunate that the receipt of applications for licenses should only be possible up to twelve o'clock each day, due to the fact that the men employed in receiving applications have to spend so much of their time in questioning the applicants, and doing so much of the work that the applicant should do for himself, that they can only devote half of the day to work in the field. More serious, however, than any defects which have been heretofore pointed out, is the fact that licenses are issued on every day of the year for one year, and therefore expire on every day of the year, instead of having one day when all licenses fall due. We know of no other City or State Department which grants licenses, that conducts its business in this extraordinary way. It is a fundamental principle that licenses should be granted so that they will expire at one time.

In the statement of the procedure in vogue in the Bureau of Licenses, quoted from the report of the Chief of that Bureau, much emphasis was laid upon the work done in making sure that the applicant for a

license either had his citizen's papers or had resided one year in the State and had declared his intention to become a citizen. The following experiences of the Commission's investigators show strikingly of what little value this work is:

One peddler, who had been in this country but three weeks, was found peddling without any license. Another peddler, a Greek, who had been here but fourteen days, was peddling under the same circumstances; so was an Italian who had been here but 21 days. A Hebrew, who had been in this country but seven months, was found on May 12, 1905, with a license issued on May 31, 1904. One of the most interesting cases was that of an Italian who had been here but five weeks, who had a license issued May 1, 1905. These instances might be repeated indefinitely. It was the common experience of the Commission's investigators.

One of the unfortunate conditions connected with the present system is the form of license which is issued to the peddler. It is solely in the English language, notwithstanding the fact that 97 per cent. of all the peddlers who receive the licenses are Hebrews, Italians and Greeks, very few of whom can read English. Moreover, the information printed on the license paper itself is so meagre as to be of little value. The license should, of course, be issued in several languages in addition to English, and various forms should be used; thus, if the applicant is a Greek, the license should be in English and Greek; if a Hebrew, in English and Yiddish, and so on. Moreover, it should contain a formal statement of what the license is; that it is a privilege granted by the City and that in granting that privilege the holder of it binds himself to comply with the various laws. On the back of the license there should be a statement of what these laws are, couched in simple language easily understood by people of this class.

The system existing with regard to renewals leads to many disadvantageous conditions. It is possible under it for a person to present an existing license that was never issued to him and to which he has no right, and have it renewed from year to year. There is nothing in the present method of the issuance of licenses to prevent the constant barter and sale which the Commission has found is carried on, and yet it would be comparatively a simple matter to prevent this traffic. The Commission has included in this report recommendations which it believes will completely change these conditions and prevent in future the traffic in licenses.

It is not surprising that the Push-cart Ordinances are uniformly violated, nor that the Commission should have found 522 peddlers on one day in Manhattan and 182 in Brooklyn peddling their wares in the

streets without a license, nor that during one year 1,280 peddlers should have been arrested for this reason. When one considers the methods employed in the field in the enforcement of the ordinances relating to push-cart peddling by the Inspectors of the Bureau of Licenses one is surprised that there is any compliance with the statute. Although the ordinance requires that each peddler shall be furnished with the number of his license on a sign to be attached to his cart, no such sign is furnished, and as a rule this number does not appear on the cart. It is therefore impossible, under the present system, for the patrolmen on the post to determine quickly whether peddlers are entitled to peddle. The four Inspectors of the Bureau of Licenses are sent out throughout the city without definite districts being assigned to them. Each Inspector carries a huge book—which it would seem that he almost needed an assistant to carry for him—this book contains the numbers of all badges which have been issued by the Bureau, from No. 1 up to the latest badge issued. The Inspector is supposed to walk along any street and approach any push-cart peddler he sees, ask him for his badge, note the number, ask the peddler's name, and if the name of the peddler and the name in the book do not correspond the peddler is then arrested; or if no license and no badge can be produced, the same result follows. It is obvious that this method of enforcement cannot produce satisfactory results.

As the push-cart problem is entirely a traffic problem, we are of opinion that the enforcement of the ordinances in relation to it should be lodged solely in that branch of the city government which is responsible for the solution of the general traffic problems of the city, namely, the Police Department; and our report therefore includes a recommendation that the enforcement of such push-cart ordinances as may be enacted be vested solely in the Department of Police, and that all powers and duties with regard thereto be transferred from the Bureau of Licenses to that department.

THE PEDDLERS WELL ORGANIZED.

We find that the push-cart peddlers in Greater New York are well organized, and that at least four different organizations of them exist, as follows:

Among the Hebrews, the United Citizens' Peddlers' Association of Greater New York. This, according to the statement of its President, Sigmund Schwartz, has six branches: four for the Hebrews, one for the Italians and one for the Greeks, with a total membership of about 3,000. One of the branches of this organization is in Williamsburg, with a mem-

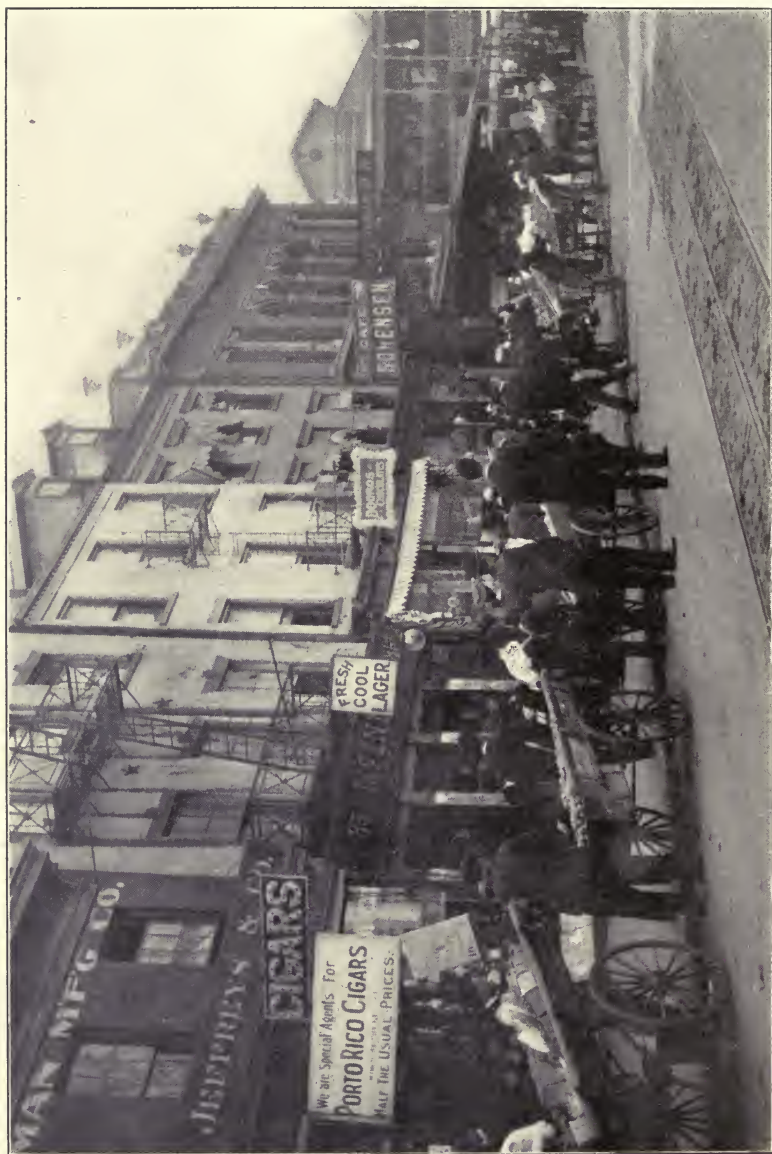
bership of 250 peddlers. In addition to this there are the Italian Push-cart Peddlers' Association, the Push-cart Vendors' Association of Harlem and the Brooklyn Peddlers' Association. The representatives of all of these organizations have appeared before the Commission at its public hearings, or have made definite suggestions in writing to the Commission, embodying their ideas as to the changes that should be made in the present laws. The Commission is glad to be able to report that it has included in its recommendations a great many of the suggestions made to it by the peddlers themselves, through these organizations. It considers that their existence is of benefit to the city, and believes that such organizations can be a means not only of improving the peddlers' condition, but of securing a better compliance with the requirements of the ordinances and a better understanding of American conditions of living.

BASKET PEDDLERS.

Although the purpose of the Commission's inquiry has been with regard to the so-called Push-Cart Evil, it necessarily has had to take cognizance of other evils connected with peddling in the city streets that are closely allied to it, and in this connection has had to give consideration to the question of the regulation of the so-called "Basket peddlers." During the year 1904, 368 new licenses and 503 renewals, a total of 871 licenses, were issued to these persons, who thus secure the privilege of carrying supplies in a basket and peddling them from house to house, having a distinct advantage over the push-cart peddlers, in that they are thus enabled to enter houses and ply their wares from floor to floor and from one apartment to another.

The Commission is of the opinion that the practice of issuing licenses to basket peddlers should cease, and that in order not to produce hardship this recommendation should be carried into effect gradually. The best method would seem to us to be the issuance of an executive order to the Chief of the Bureau of Licenses to discontinue the issuance of any new licenses for basket peddlers or the renewal of any existing ones. Thus all of the licenses would gradually expire.

The Commission is confident that this step is necessary if the push-cart evil is to be remedied. Otherwise, the peddlers who now use push-carts will simply evade the new requirements by taking out basket licenses, and the city will be soon overrun with this evil. There is nothing in existing conditions of living which makes it necessary that peddlers should be permitted to carry their wares about in baskets from door to door; we feel sure that the very generous privileges which



IN THE DOWNTOWN DISTRICT—PUSH-CARTS ON CORTLANDT STREET.

will be accorded push-cart peddlers under the recommendations of the Commission will be sufficient to satisfy the needs of the tenement house population and of all persons who need to engage in this occupation.

SIDEWALK STANDS.

The Commission has not included in its report any recommendation with regard to the permanent sidewalk stands which exist to so large an extent throughout the City, and especially in the tenement house districts in front of the various buildings. These in our judgment are almost as great a nuisance as the push-carts under existing conditions, and were it not outside of the scope of our inquiry, we should have included in this report a recommendation for the abolition or regulation of these stands. This is a matter that we think should at an early date have the attention of the authorities, and some method be devised for reducing the number of these stands, especially in the congested districts, as they now obstruct traffic and add materially to the discomfort of living.

FINDINGS.

We find that:

1. There are between 4,000 and 5,000 push-cart peddlers plying their trade in the streets of New York.
2. That these peddlers are not equally distributed throughout all parts of the City, but that in some quarters great congestion prevails; that in many streets the push-carts stand in unbroken lines on both sides of the street for many blocks.
3. That this condition interferes seriously with traffic.
4. That it adds materially to fire dangers by impeding and hindering fire engines and other apparatus in promptly attending fires.
5. That this crowding of push-carts in certain streets has no relation whatsoever to the needs of the population in such neighborhoods.
6. That the push-cart peddlers could be abolished from the streets of New York without loss or injury to anyone but the peddlers themselves and their families.
7. That such drastic action is not necessary, provided the number of push-carts on each street is properly regulated by an automatic system which will check congestion. That the remedy for present conditions is not abolition but distribution.
8. That there is no danger to the community from the food supplies sold on push-carts, and that the quality of food is generally as good as, and often better than that sold in neighboring stores.

9. That 97 per cent. of the peddlers are foreigners, viz., Hebrews, Italians and Greeks.

10. That the majority of the peddlers are not newly-arrived immigrants, but have lived in the United States from five to ten years.

11. That the push-cart peddlers are not poor, but earn from \$12 to \$15 a week on an average.

12. That the City's licenses to peddle are often not granted to poor men, but are controlled by rich "padrones" who possess a large number of licenses and carts and make large profits by employing poor men to peddle for them.

13. That a system of barter and sale in City licenses exists to a large extent.

14. That the citizenship requirement of the present ordinances is of no value, and conduces to the existence of a padrone system and prevents men who need work from obtaining it.

15. That peddling is not the sole occupation of many of the peddlers, and is often only a temporary and stop-gap one.

16. That there exists a system of petty blackmail by the police and the selling of indulgences.

17. That a similar system of extortion exists among shopkeepers, by which peddlers are regularly made to pay tribute.

18. That peddling at night is not sufficiently an evil to warrant its suppression at the present time.

19. That basket peddling is unnecessary, is a nuisance and should be abolished.

20. That sidewalk stands in congested districts are almost as great an evil as the push-carts, and should be similarly regulated.

21. That the suspension of the peddling ordinances during the religious holy-days is bad in its effect and should not be permitted.

22. That public markets will not solve the push-cart problem, cannot be self-supporting and would be an unwarranted burden to the taxpayers.

23. That the present ordinances are generally violated and that many hundreds of peddlers peddle without a license.

24. That the present system of enforcement of the ordinances is inadequate and antiquated.

25. That as the push-cart problem is a traffic problem, its regulation should be solely with the Police Department.



ORCHARD STREET AS IT WILL BE UNDER THE PLAN PROPOSED BY THE COMMISSION,
WITH ONLY FOUR PUSH-CARTS ON EACH BLOCK.

RECOMMENDATIONS.

In seeking a solution of this problem we have constantly had in mind the consideration that conditions are not uniform in all parts of New York City; that the city is a cosmopolitan one, the home of representatives of nearly every nation in the world and that the customs and habits of many of its inhabitants are not the customs and habits of others; that practices which would not be tolerated in one part of the city are necessary and desirable in other parts. Many of the attempts that have been made in the past to solve the so-called "push-cart problem," and also other social problems have failed because of the failure to recognize this fundamental fact: that laws which are good for one part of the city, may not only be valueless but may even work great hardship in other sections.

We believe that the solution of the push-cart problem therefore will be found in distinguishing between the conditions which prevail in the congested tenement quarters and conditions throughout other portions of the city. Because of the difficulties of living in these crowded districts, it may well be that practices should not be permitted there which may safely be allowed in the less crowded sections.

With these considerations in mind, the Commission makes the following recommendations:

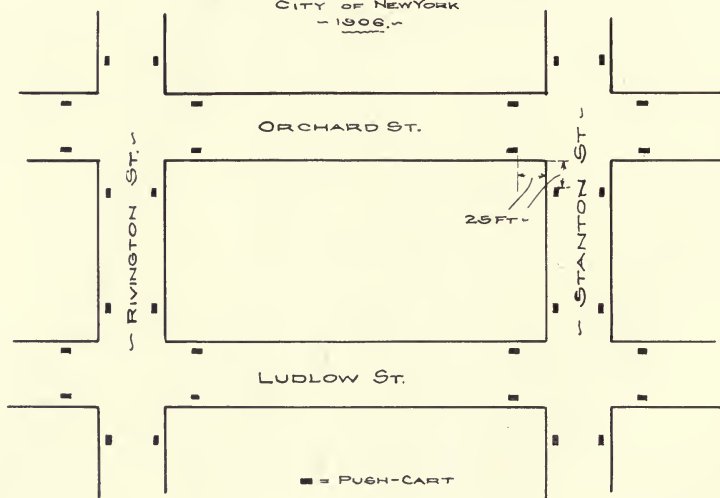
1. **That the City be divided into two broad districts, to be known as "Restricted" and "Unrestricted" Districts.**—The "Restricted" districts are to be the congested tenement quarters, for example in Manhattan the entire part of the City south of Fourteenth street, east of Broadway to the East river as far south as the Brooklyn Bridge; these districts are to be defined by ordinance and will be extended from time to time as changing conditions warrant; the "unrestricted" districts are to be the rest of the City.

Two kinds of licenses are to be issued: "Traveling" licenses and "Stationary" licenses; the former, to be good only in the "unrestricted" districts, and will permit peddlers to sell their wares in any portion of such districts and to travel from street to street.

STATIONARY LICENSES.

The "Stationary" licenses are to be good only in the "restricted" districts and only in the particular portion of each street named in the individual license. In these "restricted" districts the number of push-carts is to be limited to four carts on each street: one at each of the four corners, but located 25 feet back from the corner. These stations

ARRANGEMENT OF
PUSH-CARTS
FOUR ON EACH BLOCK
AS PROPOSED BY
THE MAYOR'S PUSH-CART COMMISSION
CITY OF NEW YORK
- 1906 -



will be disposed of at public auction to the highest bidder once a year. A minimum license fee of \$10 will be charged for all licenses and a premium will be paid, as may be determined at auction, for such amounts above this \$10 fee as the peddlers may desire to bid in competition depending upon the desirability of the individual location.

A peddler who is thus awarded a license to stand, for instance, on the west side of Orchard street, 25 feet south of Rivington street, will have the right to maintain his push-cart at this point at all times for one year. He will not be allowed to sell goods at any other point; nor will he be allowed to move his push-cart up and down that block except when going to and from his station night and morning. During such progress he will not be permitted to sell goods. There will be another peddler at the corner below him, 25 feet north of Delancey street, and two others directly opposite on the east side of Orchard street as shown in the accompanying drawing. No other peddlers will

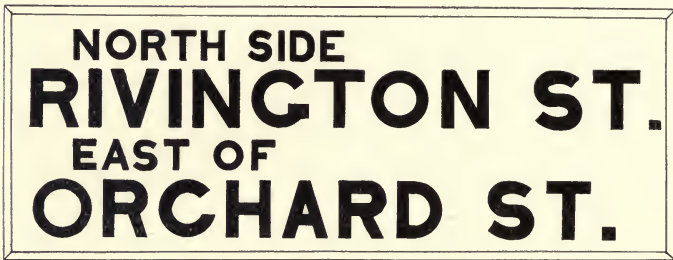
PLAN SHOWING, NUMBER SIGN

PROPOSED BY

THE MAYOR'S PUSH-CART COMMISSION

1975

PLAN SHOWING LOCATION SIGN
 PROPOSED BY
 THE MAYOR'S PUSH-CART COMMISSION.



be permitted to ply their trade upon that block at any time during the year. These four peddlers therefore will have, during the period of one year, the exclusive privilege of peddling in this street, their only competitors being the shop-keepers. For this privilege they will pay the City instead of the shop-keeper as at present.

Each peddler securing a stationary license will be given two signs, which must be fastened upon the end of his push-cart. These signs will be uniform in style, will be in large letters, of a blue and white enamel so as to be easily legible and will be furnished by the City. Their cost will be included in the \$10 license fee. One sign will contain the license number of the peddler's license, the other will contain the location at which he is entitled to stand.

Although there will be only two push-carts on each side of each street, it will be seen that anyone standing at any corner will be able to have access immediately to eight push-carts within a radius of 50 feet, thus completely serving the needs of the tenement house population.

The Commission found 2,362 peddlers in the district south of Fourteenth street and east of Broadway. Under the plan of the Commission for "Stationary" licenses, with one push-cart on each corner, 2,634 push-carts can be accommodated in this district, or nearly 300 more than are now there.

"TRAVELLING" LICENSES.

In the "unrestricted" districts "travelling" licenses will be issued. These will not be for any definite location, but will permit the peddler to sell his wares at any point outside of the "restricted" districts and will permit him to travel from street to street. He will be allowed, of course, to pass through the "restricted" districts for the sake of getting to his business in the "unrestricted" district, but in so doing will be required to have his push-cart covered and forbidden to sell wares during that time. In the "unrestricted" districts no limit as to the amount of time that a peddler may stand at a certain spot will be imposed. The main requirements will be that no peddler shall stop his cart on any block on which there are four push-carts standing at the time he enters the street; if such a condition exists he must proceed immediately to another street. In these districts the peddlers will be required to locate one at each of the four corners, and 25 feet back from the corner, just as in the "restricted" districts, but the peddlers will be free to travel from street to street.

In addition to this general plan of regulation we offer the following recommendations:

2. **Minimum License Fee**—That the minimum license fee for all kinds of push-cart licenses be \$10 a year. That "stationary" licenses be auctioned off once a year to the highest bidders, who will pay premiums beyond this minimum fee.

3. **Period of Licenses**—That all licenses expire at one time, namely, on July 1st of each year. That renewals be abolished and the amount of the fee be the same irrespective of whether a peddler has had a license in previous years. That on May 1st of each year notice of a public auction of the "stationary" licenses for the ensuing year be advertised in the City Record, and in the Hebrew, Italian and Greek newspapers of the City for a period of two weeks and that such auction be held at some convenient place in the districts affected, beginning on June 1st and continuing on subsequent days as may be necessary.

That, if persons have not applied for a license prior to July 1st and desire to take out a license after that date, the full annual fee shall be

charged and the license shall expire on June 30th of the following year, provided that such application is made before January 1st. In the event of an application for a license being made between January 1st and July 1st of any year, but one-half of the annual fee, viz., \$5, shall be charged and the license shall expire, as all other licenses, on June 30th. Peddlers who for various reasons may desire to surrender their licenses, may do so and secure a rebate or return of a portion of the fee from the City, as follows: If a license is surrendered by the holder to the City before January 1st, one-half of the license fee shall be refunded; but no refund shall be made for any license surrendered after January 1st of each year.

4. **Horse and Wagon peddling to be Excluded from "Restricted" Districts**—That all horse and wagon peddlers be forbidden to ply their trade in "restricted" districts, otherwise there would be an unfair competition with the peddlers holding stationary licenses.

5. **Form of Licenses**—That the licenses issued to peddlers be in several forms. That those used for "stationary" and "travelling" licenses be different and contain a statement of the fact as to whether they are "stationary" or "travelling." That each license issued contain, both in English and in the language spoken by the holder of the license, provided he is either Hebrew, Italian or Greek, the privilege which the license confers and that this privilege is granted upon the payment of a fee named in the license, and upon the understanding that the holder thereof agrees to comply with all laws and ordinances relating thereto. That on the back of each license there be printed in the two languages above mentioned, the ordinances relating to push-cart peddlers. That each "stationary" license shall contain the amount of the fee paid and also the station or location at which the push-cart may be maintained.

6. **Badges**—That all badges be abolished.

7. **Number of the License to be affixed to the Cart**—That a clear, legible sign 3 inches wide and 9 inches long, with letters 1 inch high, containing the license number in blue and white enamel, be affixed to each push-cart. That this sign be furnished by the City at the time the license is issued, and that no extra charge be made therefor as the fee is fixed at \$10 so as to include this cost. In the case of "stationary" licenses that an additional sign 4½ inches wide and 12 inches long, giving the location of the station at which the push-cart may be maintained, thus: "West side of Orchard street south of Rivington street," be furnished by the city authorities without extra charge and be affixed to the cart.

8. **Requirements Before a License can be Secured**—That each license be solely a personal one not transferable and be issued to any person over 21 years of age, male or female, who complies with the requirements of the ordinances. That there be no restrictions whatsoever as to citizenship. That only one license be issued to each person; that any license found in the possession of a person not entitled to it be confiscated and declared void; that no person keeping a store be permitted to hold a license; that no license be issued to any peddler who does not own his own push-cart; that the push-cart must be presented at the time the license is issued and the sign bearing the license number be then affixed by the enforcing authorities. That before a license is issued the applicant shall fill out a blank, giving his name, address, age, nationality and such other facts as may be required by the enforcing authorities. That the enforcing authorities shall take a photograph of each applicant for a license, and also a description of the applicant's chief characteristics; namely, height, weight, sex, color of hair and eyes, etc.; that these photographs be uniform in size and be kept on card records in the office of the enforcing authorities, together with the other information above mentioned. By these means the present padrone system will be entirely done away with, also the system of extortion by shopkeepers, as well as the barter and sale in City licenses.

The suggestion that a photograph and description of the peddler's physical characteristics be required to be filed among the records of the enforcing authorities, originated with the peddlers themselves. All of the peddlers who testified before the Commission including the three leading nationalities, namely, the Hebrew, Italian and Greek, were unanimous in this suggestion. Some even went so far as to state that they would be willing to have the photograph on the license itself, and some being willing that it should be displayed on the push-cart. The requirement that the photograph shall be taken by the enforcing authorities is for the sake of uniformity and convenience.

9. **Basket Peddlers**—That all licenses to basket peddlers be abolished; that no new licenses of this kind be issued and that all existing licenses be taken up as they fall due.

10. **Enforcement**—That the entire enforcement of the push-cart ordinances be vested in the Police Department, and that all existing powers and duties with regard to this matter, now vested in the Bureau of Licenses, be transferred to and conferred upon that department.

11. Temporary Licenses—That special temporary licenses be issued, good only during the Hebrew and Italian holy-days, and the Christmas season, no such license to be good for any period longer than two weeks; the minimum fee for these licenses to be \$3; all of the conditions relating to the granting of other licenses to apply to these temporary ones; and no such temporary licenses to be granted in "restricted" districts except for such stations as may not be occupied.

12. Ordinances—That the existing ordinances relating to push-cart peddlers be repealed and new ordinances carrying out the above recommendations be enacted. That these new ordinances take effect not sooner than one month after they receive executive approval.

13. Penalties.—That the penalty for peddling in the city's streets without a license be arrest and imprisonment for not less than one week nor more than one month. That the penalty for peddling in a "restricted" district when holding a "traveling" license or in an "unrestricted" district when holding a "stationary" license be confiscation of the push-cart and forfeiture of the license. Also that a license be forfeitable for the selling of food that is injurious to health or unsanitary, under such regulations as may be determined by the Department of Health. That no new license be issued within one year to any peddler whose license has been confiscated.

The peddlers themselves are heartily in accord with the following recommendations of the Commission: That the license be a personal one; that it be limited to persons over 21 years of age; that a photograph and description of the peddler's physical characteristics be required; that badges be abolished; that the number of the license be affixed to the cart; that the amount of the minimum license fee be increased; that the license be a personal one, not transferable and forfeited if found in another person's possession; that each peddler shall own his own push-cart; that no license shall be issued to a shopkeeper; that the enforcement of the ordinances be vested solely in the Police Department.

It will be seen that by this system of regulation the congestion of peddlers that now exists in various streets will be abolished. One peddler on each corner sufficiently back from the crossing can cause no inconvenience to anyone. With this limited number of peddlers on each block there will be no impediment to traffic, no difficulty in cleaning the streets, no danger to fire engines. The system of extortion practiced by shopkeepers, described in this report, will no longer be possible, as the shopkeeper cannot make the peddler pay for a privilege which

has already been accorded him by the City and for which he has paid the City.

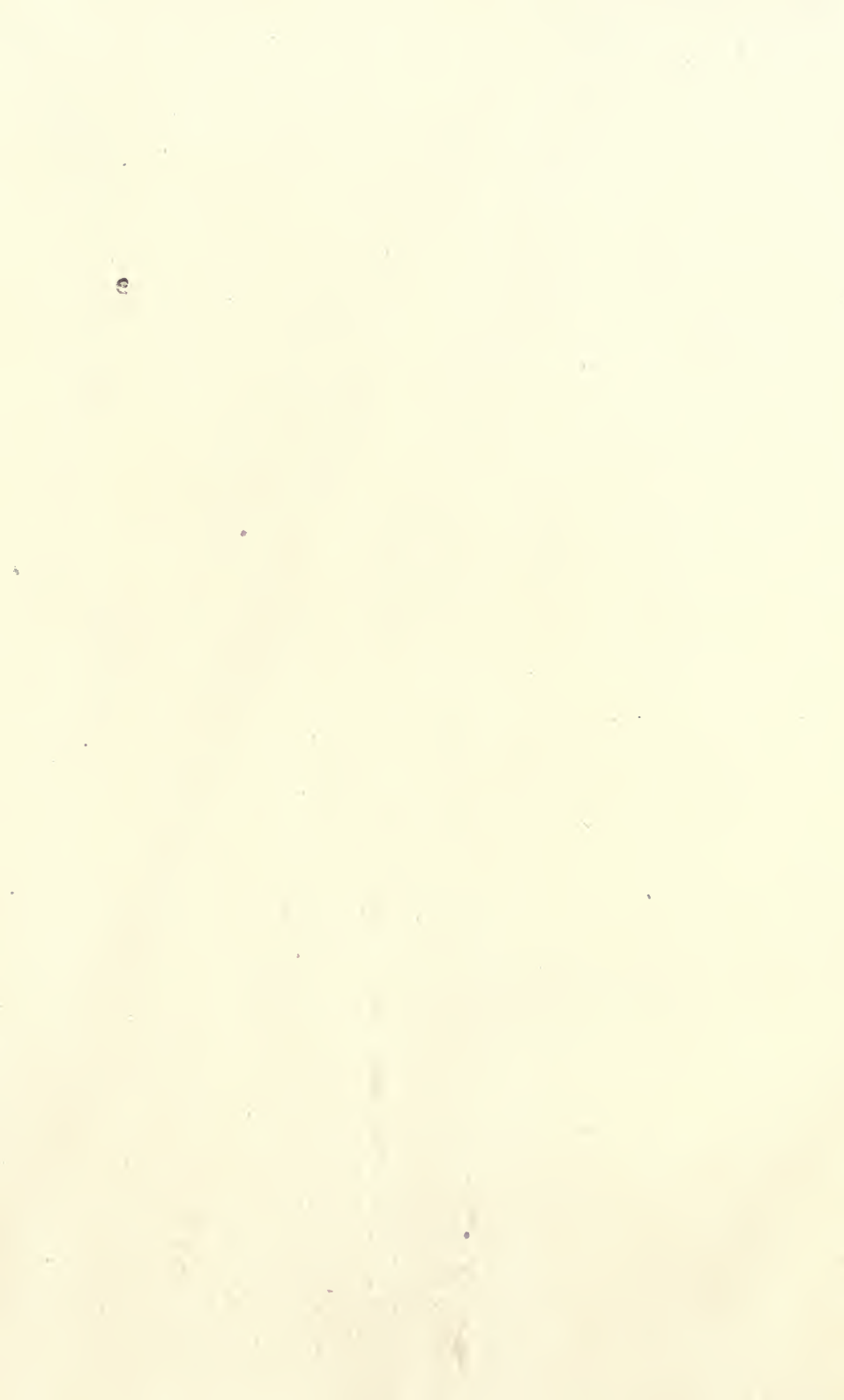
Similarly, under this system there will be an end to police blackmail; the peddler being stationed at one point, cannot be ordered to "move on" by the policeman, cannot be arrested for obstructing traffic, for standing in the wrong place, for standing more than thirty minutes in one spot, nor for any other of the charges on which peddlers are now most frequently arraigned. Under this plan the enforcement of the ordinances will be comparatively simple; the patrolman on post will be the enforcing officer and the special squad now assigned to the License Bureau will no longer be necessary, but can devote its time to other more important work.

Under this system it will not be necessary either to remove the peddlers from the streets or to reduce the number of licenses. By a proper distribution of the peddlers all of the present evils can be remedied, but such distribution must be automatic and must be permanent.

Respectfully submitted,

LAWRENCE VEILLER, Chairman;
E. K. BROWD,
G. A. CARSTENSEN,
THOMAS DARLINGTON,
ARCHIBALD A. HILL, Secretary;
BERNARDINO POLIZZO,
LILLIAN D. WALD
GREGORY WEINSTEIN,
JOHN MCGAW WOODBURY.

APPENDICES.



APPENDIX I.



THE PROCEEDINGS OF THE COMMISSION.

APPENDIX I.

THE PROCEEDINGS OF THE COMMISSION.

This Commission was appointed on February 20, 1905, to make a thorough inquiry into the circumstances connected with the condition of the push-cart peddlers and the sale of goods from push-carts on the public highways in The City of New York, with such recommendations as in the opinion of the Commission would secure improvement in these conditions. The Commission as appointed by Mayor McClellan was constituted as follows: Police Commissioner William McAdoo, Chairman; Health Commissioner Thomas Darlington, Street Cleaning Commissioner John McGaw Woodbury, and the following citizens: Dr. E. K. Browd, Rev. G. A. Carstensen, A. A. Hill, secretary; Rev. Bernardino Polizzo, Lawrence Veiller, Miss Lillian D. Wald and Gregory Weinstein. Subsequently, upon the resignation of Mr. McAdoo as Police Commissioner, Mr. Veiller was appointed by the Mayor as Chairman of the Commission. In calling together the Commission for its initial meeting, Mayor McClellan recommended that the investigations of the Commission be in general along the lines suggested in a letter which had been addressed to him by the present Chairman, in his capacity as secretary of the City Club, suggesting the appointment of such a Commission, and outlining a plan of investigation to be pursued.

The Commission held its first meeting on February 20, 1905, and has held a number of meetings on subsequent dates. Shortly after its initial meeting it perfected its organization by appointing a chairman and secretary, and also a Subcommittee on Investigation, constituted as follows: Lawrence Veiller, Chairman; A. A. Hill, Rev. Bernardino Polizzo and Miss Lillian D. Wald. On March 4, this subcommittee submitted a report recommending that investigations be carried on along the following lines:

“ I. That full statistics be obtained from the License Bureau in the office of the Mayor's Marshal as to the number of outstanding licenses, and that the Mayor's Marshal be requested to make a report at the earliest possible date on this subject—his report to contain all information that is available from the records of his office, and to include such facts (if this information is on record) as the following:

"The full name and address of the person to whom a license is issued, the date of the issuance, whether a renewal of an existing license or a license granted for the first time, whether the holder is a citizen, the sex of the holder, and any other facts which may be on record.

"2. That the Mayor's Marshal be requested to report at an early date, in detail, the names and addresses of individuals holding more than one license, with the numbers of such licenses and the date of issuance of each.

"(3) That the Corporation Counsel be requested to prepare at an early date, for the use of the Commission, a digest of all ordinances and laws relating to the subject of push-carts.

"(4) That the city be divided into certain districts, and that on certain days—to be decided upon later—a census of the push-carts found on each block on those days be taken, and that such census include the names and addresses of the persons operating the carts, the number of each license, and the nature of the goods sold upon each cart; that this census be taken by patrolmen assigned from the Police Department.

"(5) That an economic investigation be made into the financial conditions of the holders of push-cart licenses, that the city be districted and that this be a block to block canvass so far as possible, made on uniform schedules of inquiry prepared by this Committee; and the actual investigations to be carried out by the investigators of the Charities Department and by such organizations as the United Hebrew Charities, St. Vincent de Paul Society, the Charity Organization Society and other private organizations who should be asked to co-operate with the Commission in this investigation.

"(6) That an effort be made to obtain by an appropriate investigation, the average weekly earnings of the push-cart peddlers in a specific number of cases.

"(7) That an effort be made to ascertain, in a limited number of cases, the approximate distance traveled by the patrons of a certain number of push-carts.

"(8) That an investigation be made of the quality of food supplies sold on push-carts as compared with food supplies in neighboring stores.

"(9) That an effort be made to determine the needs as to the number of push-carts of a given kind in a given district.

“(10) That an investigation be made of the effect of push-carts in increasing rentals, both of stores and apartments, on certain so-called “market” streets.

“(11) That a study be made of the effect of the competition of the push-carts with neighboring stores.”

After carefully considering these recommendations, the Commission, at its meeting on March 20, adopted this report and authorized the subcommittee to carry out this investigation. At an early date in the deliberations of the Commission, on February 23, 1905, a request was made to the Mayor to direct the Chief of the Bureau of Licenses to stop the issuance of all new licenses for push-carts until such time as the Commission might render its report. On March 20, 1905, it requested that similar action be taken with regard to basket peddlers. Since these dates practically no licenses, either for push-cart peddlers or basket peddlers, have been issued, the issuance having been confined to renewals of old ones.

The investigations authorized by the Commission have been carried out and a thorough and painstaking inquiry has been made and a vast fund of information acquired. In accordance with the plan above outlined, a census of the push-cart peddlers was taken on May 11, 1905, in Manhattan, and on a later date in Brooklyn. This work was done under the direction of the secretary, Mr. A. A. Hill, with the co-operation of Police Commissioner McAdoo, who detailed to the services of the Commission a number of members of the Police Department. We cannot too strongly commend the accuracy, care and efficiency with which this work was done by the policemen assigned to assist us, and the very substantial co-operation and help accorded us by the higher officials of the Police Department. Before taking the census, card schedules had been carefully prepared under the direction of the present chairman and the secretary, so as to minimize the amount of work necessary to be done in the field and to facili-

STREET Suffolk SIDE ☒ N. ☐ S. ☐ E. ☐ W. AND Grand DIST. 1 SEC. 13

NAME OF PEDDLER Pinewski Polanowski ADDRESS 234 C. 106 basement FLOOR Basement FR. Basement BK. Basement R. Basement LOT Basement

NATIONALITY Jewish TIME IN U. S. 7 yrs. PEDDLER'S OTHER OCCUPATION None

NAME OF OWNER OF CART None ADDRESS 15 Ludlow St.

RENTAL OF CART 10 ☒ LICENSE Pinewski Polanowski 6773 62.04 None DATE None NUMBER ON CART None

NATURE OF GOODS SOLD (Write below on line with the proper class the name of the particular article)

FISH

FRUIT

MEAT

VEGETABLES

Cucumbers

OTHER FOODS

DRY GOODS

CLOTHING

MISCELLANEOUS

QUALITY OF FOOD SOLD, IF ANY

☒ Good☐ Fair☐ Bad

Injurious to health

REMARKS

several

NAME OF DEALER FROM WHOM GOODS ARE BOUGHT

ADDRESS 34 Ludlow St.

GENERAL REMARKS

NAME OF INVESTIGATOR Wm J. ReganDATE May 11TIME OF DAY 12-1

THE CARD SCHEDULE USED IN THE INVESTIGATION.

tate the work of tabulation. The sample on the opposite page of one of these cards filled out indicates the method of the investigation.

On April 13, a public hearing was given by the Commission, at which representatives of the push-cart peddlers attended in force and were heard at length. Among those heard were representatives of the Hebrew, Italian, Greek and American peddlers. The facts brought out on this occasion and the testimony presented by the various witnesses have been of great value to the Commission in acquainting the members with actual conditions and in helping them to formulate their conclusions as to the methods by which the present evils can be remedied. We consider the information thus presented of such value that we have appended to this report a stenographic account of it, which we would recommend be printed as part of this Commission's report.

The difficult part of the work of the Commission has been after the facts have been ascertained, in formulating remedies for the conditions found. Much time, however, has been given to this work, and the Commission has purposely refrained from making its report at an earlier date, so as to make sure that its conclusions should be carefully digested and submitted only after long deliberation. Before the recommendations submitted with this report are finally enacted into law, we would urge that a further hearing be given to the push-cart peddlers and all other persons interested, at which the recommendations of the Commission be fully explained and the widest publicity be given to them in advance, and that special efforts be made to obtain their publication in the various newspapers, both in Yiddish and Italian, so as to reach those chiefly affected.

The Commission wishes to make acknowledgement of its indebtedness to the following persons for their helpful co-operation in its work: Ex-Police Commissioner McAdoo, Police Inspectors Schmittberger, Hogan, Walsh, McLaughlin, Titus, Cross and Brooks; the individual patrolmen who took the census, the Chief of the Bureau of Licenses, John P. Corrigan, and others of his staff; Dr. Walter Bensel, Assistant Sanitary Superintendent of the Department of Health; Tenement House Commissioner Edmond J. Butler, through whose courtesy the photographic work of the Commission has been possible; Fire Chief Edward F. Croker and the Foremen of different Engine Companies and Hook and Ladder Companies of the Fire Department; Thomas F. Byrnes, Collector of City Revenue, and the representatives of the push-cart peddlers' organizations, who have placed before the Commission their views.

The Commission desires to express its appreciation of the effective work done by the secretary of the Commission, Mr. A. A. Hill, and by the assistant secretary, Miss Emily W. Dinwiddie. The members of the Commission have served without compensation, and the entire expenses of the Commission have amounted to less than \$1,000. This result has been possible because of the co-operation accorded by the various city departments.

APPENDIX II.

LETTER FROM SECRETARY OF THE CITY CLUB
SUGGESTING THE APPOINTMENT OF
THE COMMISSION.

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LETTER FROM SECRETARY OF THE CITY CLUB SUGGESTING THE APPOINTMENT OF THE COMMISSION.

OCTOBER 11, 1904.

*Hon. GEORGE B. McCLELLAN,**Mayor of The City of New York:*

SIR—I take the liberty of writing you in regard to the "Push-cart Problem" so-called, in the hope that these suggestions may be of assistance; they are based upon twelve years' close personal observation of conditions in the tenement house districts.

That the present conditions are a distinct evil no one will deny. Before, however, any intelligent remedy can be applied it is essential that the facts be known and, unfortunately, the facts are not known.

It is claimed, for instance, that if all push-carts were compelled to withdraw from the streets great injury would result to the persons engaged in the business of operating push-carts and their families would seriously suffer. It is also claimed by some that the great mass of the population in the more crowded tenement districts have adjusted their scale of living to the prices which prevail upon the push-carts (and that these prices are much lower than the prices in neighboring stores) and that, were a change to be made in the existing system, it would be impossible for these families to readjust their standard of living to the changed prices that would ensue. If this is so, the consequences of a decision to abolish the push-carts from the streets would be most serious, as such a change would affect not a few hundred people or even a few thousands, but hundreds of thousands of people.

It also stated that the quality of the supplies sold upon push-carts is far inferior to the supplies sold in neighboring stores, and that in the case of food products, the supplies are often of such a nature as to be injurious to the health of the community.

It is stated by some that there are a number of syndicates controlling the operation of push-carts in certain parts of the city, and backed by well-to-do and prosperous men, who make large profits from their operation. It is stated by others, on the other hand, that most of the push-cart men are in such destitute circumstances that, were they compelled to cease this employment their families would become a charge upon the community.

These statements may be true or may not be true. The point that I wish to make is that no one knows what the facts really are.

That the present congestion of the streets because of the push-carts in the more crowded parts of the city is intolerable there can be no question. Any hasty action, however, in coping with this evil will, I believe, be fraught with serious consequences.

I would suggest therefore that you appoint a citizens' committee of investigation, to make a thorough study of the whole subject of the push-cart problem. A similar committee was appointed by Mayor Strong to study the subject of public baths and comfort stations, and another to study the subject of small parks. In both cases the services rendered by these committees have been of very great value to the community, not only at the particular time when the inquiry was made, but for the future as well.

A committee of this kind, which, preferably, should be composed of not more than three members, if properly constituted of public-spirited citizens familiar with the conditions in tenement districts and entirely free from political motives, would, I believe, perform a service distinctly advantageous to the city.

While no appropriation would be necessary for salaries of the committees, a slight appropriation for incidental expenses would be required. To be successful there should be placed at the committee's disposal the co-operation of the various City departments, whose services they would need, especially the services of the License Bureau, the Street Cleaning Department, the Police Department, the Health Department and the Charities Department. If, in addition, the Street Cleaning Commissioner, the Health Commissioner and the Police Commissioner could give the time to serve with the committee, it would be very desirable.

A committee of this kind to intelligently make recommendations should direct its inquiries to ascertaining the following essential facts:

1. The number of push-carts actually operating in various districts of the city upon given dates to be determined by the committee—that is, a census of the push-carts, with the names and addresses of the persons operating them.
2. The number of push-carts in the various districts selling various classes of merchandise, as for instance, fruit, fish, vegetables, dry goods and so on.
3. An investigation by the investigators of the Charities Department of the financial condition of each push-cart peddler. In this connection I have no doubt that the leading charitable organiza-

tions of the city, such as the United Hebrew Charities and the Charity Organization Society, would be willing to co-operate in ascertaining certain facts, if so requested.

4. The average daily earnings of push-cart peddlers.
5. The relative prices of goods sold on push carts and similar goods sold in neighboring stores.
6. The quality of food supplies sold on push-carts as compared with the quality of the same goods sold in neighboring stores.
7. The average distance traveled by tenement dwellers to patronize push-carts. While it would be difficult to obtain exact statistics on this subject, considerable information can be obtained that would be of value.
8. The number of persons patronizing a single push-cart, so as to determine the number of push-carts that may be necessary to supply the needs of a given population in a given district, if it be admitted that push-carts are necessary.

The right kind of a citizens' committee, with the cordial co-operation of the various City departments indicated, could, in my judgment, make such an investigation and render a report probably within two or three months' time. Pending the results of such an inquiry, it would seem desirable to prohibit the issuance of any new licenses or the renewal of any old ones, to rescind the recent suspension of the push-cart ordinance by the Board of Aldermen and to enforce this ordinance in the way it has been enforced in past years.

If I can be of any assistance to you in this matter I trust that you will command me.

Yours respectfully,

(Signed)

LAWRENCE VEILLER,
Secretary, City Club.

APPENDIX III.

REPORT OF SECRETARY OF THE COMMISSION
AS TO METHOD OF TAKING THE
PUSH-CART CENSUS.

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REPORT OF SECRETARY OF THE COMMISSION AS TO METHOD OF TAKING
THE PUSH-CART CENSUS.

It was decided that our first census should be taken in the district east of Broadway, Park row and the Bowery and south of Fourteenth street. I consulted Max F. Schmittberger, Police Inspector for this district, who is thoroughly familiar with the locations in which the peddlers congregate in this district. He furnished me with a list of all such places and kindly took me through the district, pointing out certain evils which he thought should be remedied. For example, the placing of push-carts in front of their stores by the storekeepers. I then made a personal inspection of this entire district, counting the number of push-carts on each block of each street, in order to determine how many men it would take to make this census. I estimated that it would take a patrolman from ten to fifteen minutes to fill out a card for each peddler on his post and endeavored to give each man a post which would be frequented by about twenty-five peddlers. In some instances this was less than one block, as for example, Ridge, from Stanton to Houston, where four men were placed, as at the time of the first inspection by me more than one hundred men were found on this block. Inspector Schmittberger then detailed to me Officer Estabrook, of his personal staff, who was to act as foreman of the census takers for this entire district. As the result of conference with Officer Estabrook, I decided that 197 men would be necessary to take this census at the time decided upon. The Commissioner of Police was then asked to detail to this district 200 men at eleven o'clock on Thursday, May 11. This date was selected because, after consultation with the police officers, the Street Cleaning Department and the well-informed residents in the district, it was thought that more carts were on the street on Thursday between the hours of twelve and four than any other one time. The event has justified the selection of this time.

As soon as it was decided to take this census in this way I secured a number of maps of this section of the city, cut these into sections just the size of the post which each man was to cover and these were pasted on a card, together with a full description in writing of the post, and I outlined in red ink the exact route that each patrolman was to take in covering his post. A letter of instructions was then drawn up, a

copy of which is appended. A clerical man was assigned as foreman for his particular precinct and was instructed to remain in the office every minute during the day on which the census was taken, in order that the patrolman taking the census might reach him over the department telephone in case of need. These clerical men had previously been thoroughly drilled by me in the use of these cards and had had the letter of instructions referred to above in their possession for several days. Previously all patrolmen on regular duty in this district and all members of the license squad had been instructed not to disturb the peddlers in any way on the day selected for the census, in order that they might not be hurried from one block to another.

On the day selected these 200 men reported to me at the office of the First Inspection District. Each man was given a sample card made out for a supposed case, a copy of which is inclosed, and was told to study this with the letter of instructions until such time as I was ready to address them. By this means they were somewhat familiar with the cards when I began to speak. I first instructed them in the spirit in which they were to approach the peddler, namely, one of friendliness and respect for his present rights, in order that the peddler might give to us the information which we desired. They were also instructed to make no arrests, inasmuch as we did not want the men to be hurried from one block to another by fear of arrest, and were furthermore instructed to take the statistics of every peddler, no matter whether or not he stated that he had previously been interviewed by a patrolman. With a blank card and the letter of instructions in their hands, I then addressed them, showing just how the cards were to be filled out. In order that there might be no misunderstanding as to just where they were to go, sample posts made on large maps were held up before them all and the men were told that they were to be the red lines shown on the map, *i. e.*, that by walking over a post they would make a line similar to that shown on the map. So carefully was this followed that in only one instance was one post covered by two men. The next matter not covered in the letter of instructions was in regard to the name on the license. In order that there might be as little danger as possible of a man giving as his own the name that was on the license, when in reality he was another person, the patrolman was instructed to ask his name first and then, after that was given, to look at the name that was on the license certificate. In the matter of the goods sold, the patrolmen were told not to write down every article on the carts, but to write down in the proper spaces the most prominent things on the cart. In regard to the quality of goods sold, they were told to look over

the goods, if it was food, and if they found it to be such as they would be willing to buy for their children, they were to mark it as good. If they were in doubt about it, to mark it as fair. If they did not think that they would want their own children to eat it, then they were to mark it as bad or injurious to health.

The men then went out on the street and began taking the census, with the results shown in the tables. They were assigned to their particular posts in the following manner. We having previously determined how many would be needed, for example, in the First Police Precinct, the Inspector called for all men detailed from that precinct. If there were enough men detailed to cover all the posts, then they were sent out immediately. If, however, there were not enough men from the First Precinct then the detail from the Second Precinct were called for. As soon as the full detail for the First Precinct was made up, a duplicate of all the posts in this district was given to the clerical man for that district, so that he might intelligently follow his men. He then took his men and began the census in his precinct. This was followed for every precinct in this district. As soon as all of the men were on the street, the foreman in charge of the entire district telephoned to each of the clerical men that no man who had finished his post should be allowed to return home until such time as we were assured that each man would be able to cover his entire post. This was necessary, inasmuch as certain points were found on this day to be visited by more peddlers than on the day when the first inspection was made by me. I remained the entire day in the office of the First Inspection District. At 3.30 we called up each precinct in the entire district and asked how many of their men were still out, and the clerical man was instructed to send to the help of each man still out one of the men who had been held in reserve. When a patrolman had finished his post he was required to return to the police station in whose precinct he was working that day, present to the clerical man the card showing the route that he had covered, and the clerical man then checked up his route with his cards, in order to see that there was either a card showing that there were no push carts on each block on his post, or else a card filled out showing that he had found a push-cart. The men so carefully followed these instructions that later on it was found by me that not a single block in this district had been neglected by the patrolmen. In this way the entire census was completed by five o'clock.

As soon as the men got on the street it was discovered that certain of the peddlers were "taking to cover," in order to escape the census taker. I had previously secured a list of all places in this district where

push-carts were known to be stored. One of the men held in reserve was sent to each of these stables, with instructions to count the number of carts and to ascertain how many were loaded and how many empty. This completes the method of the census in the First Inspection District.

In all other districts in Manhattan a letter was written to the Inspector of Police in each district. He assigned one of his men as foreman for his entire district. Instructions were then issued to every patrolman in these districts to count the number of push-carts on his post each day for one week, in order that we might determine when the largest number of push-carts were on the streets. The census was then taken in each police precinct at the day and hour when the largest number were said to be on the street. Inasmuch as the numbers were not too great for the census to be taken by the men on regular patrol duty, it was decided that it should be taken by them rather than by a special detail. The clerical man was again the foreman in each precinct. These clerical men, together with the patrolmen were then summoned to meet me at a convenient time, and the method of instructions used in the first precinct was again followed, with the following difference: In each precinct there is a printed list of the regular posts patrolled. A copy of this was secured and when a patrolman found no carts on his entire post, instead of filling out a card for each block, he was told to sign his name with the word "none" on this patrol blank referred to above. If he found three carts, he turned in cards for three, putting the number and his signature on the above patrol blank. He was instructed that this meant that on the blocks represented by his three cards he found push carts, but that on all the other blocks on his post he found none.

In order to keep secret when the census would be taken, the patrolmen did not know when they were to do it until the roll call on the day that the census was to be taken.

In the Fifth Inspection District there is only one place where the number of carts is large. To this were assigned certain of the men who had previously been detailed to help with the census in the First Inspection District, and therefore in this district the individual patrolmen were not instructed by me, but the clerical men were.

The same procedure was followed in the Borough of Brooklyn as in all of the above, with the exception that only the captains and the clerical men were instructed, but inasmuch as, after the instructions to them had been given, the Borough Inspector had "recitations" by the captains and the clerical men to see whether or not the instructions had been thoroughly understood, the result proved entirely satisfactory.

The thanks of the Commission are due to the individual patrolmen who took the census, the clerical men and the captains of each precinct, and to Inspectors Schmittberger, Hogan, Walsh, McLaughlin, Titus, Cross and Brooks.

(Signed)

A. A. HILL,

Secretary Push-cart Commission.

APPENDIX IV.

INSTRUCTIONS OF SECRETARY TO POLICE
INVESTIGATORS.

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INSTRUCTIONS OF SECRETARY TO POLICE INVESTIGATORS.

His Honor the Mayor, realizing the need for better regulation of push-carts has appointed a Commission to study the question and to report to him their recommendations. This Commission has chosen as its chairman your own Commissioner, Honorable William McAdoo. You will thus see that this work is of the utmost importance to the City and to your own Department, and is well worthy of your most careful and painstaking effort.

The first step is to learn the exact facts as to the number and location of the push-cart peddlers in the city. Herewith you will find a card upon which you are to record the facts which you secure. When detailed for this work you will be assigned to certain streets or blocks upon which you are to interview every push-cart peddler. For example, one of you may be told to cover the east side of the Bowery from Division to Houston. Whatever may be the street you are to cover you will first fill in the name of that street on the card after the word "street." You will then put a check mark in the space immediately following the word "side" above the initials N. E. S. W. for whatever side of the street you are to cover. For example, the man mentioned above would fill in after the word "street" Bowery, and put a check mark above the letter E. After the word "between" (abbreviated bet.) and after the word "and" fill in the names of the streets by which the block is bounded. Thus the man mentioned would fill in after the word "between" Division, and after the word "and" Canal for the first block on his post. One of these cards must be filled out for each block on your post, whether or not any push-carts are found on the block. If none are found write diagonally across the face of the card the word "None," and if you have covered both sides of the block put a check mark above the initials for both sides. This will show us that you have gone over the block and found no push-carts. If, however, you find push-carts, then fill in the other blanks on the card. In the space after the words "Name of Peddler," fill in his name, getting the spelling as exactly as you can. After the word "Address," put in the street and number of his home, and over the word "Floor," put the number of the floor on which the man lives, and put a check mark above the proper word "Front, Back, Right, Left" (abbreviated, fr., bk., rt.). Thus the line

would read: "Name of peddler, John Jones; Address, 85 Rivington street; 3d floor, front, right," or of course whatever the name and address of the man would be.

In the next line after the word "Nationality" fill in the nationality of the peddler. After the words, "Time in U. S.," fill in the number of years the man has lived in this country, and after the words, "Peddler's other occupation," fill in the nature of any other occupation he may have, for example, keeping store and the kinds of goods sold. Thus this line would read: "Nationality, Jewish; Time in U. S., two years; Peddler's other occupation, keeps dry goods store," or whatever the nationality, time in U. S. or occupation would be.

If the peddler owns the cart, fill in his name and address on the next line also. If someone else owns the cart, fill in his name and address. If the peddler cannot give you the name of the owner he can give you the address of the place from which he secures the cart from day to day. If he will not do this you will find on most of the carts something which indicates either the owner's name or address. For example, you will find "49 L" or "154 Attorney" painted on some of the carts. Whatever this may be fill it in after the word "Address."

On the next line, if the man rents the cart, fill in above the word "Amount," the sum he pays for it, and whether this amount is for the day, week or month. This should be done by putting a check mark above the proper word, "Day, Week or Month." If the peddler owns the cart, this space need not be filled in. After the word "License," if the man has none, put a check mark above the word "None." If he has a license fill in on this line the name that is on the license. Above the word "Date," fill in the date, which shows when the license was issued. If there is a number on the cart other than the address of the owner, fill it in above the words "Number on Cart." If there is no number, write the word "None." Thus if a man rented a cart and had a license this line would read: "Rental of cart, ten cents (with a check over the word day showing that it is ten cents per day); License, John Jones; Number 261; Date, February 21, 1905; Number on cart, 351"; or whatever name, number or date is on the license.

On the next line headed "Nature of Goods Sold," you need not write anything, but on the following lines you are to write the nature of the goods sold by the peddler; if, for example, it is fish, you would fill in fresh fish or dried fish or oysters, or whatever the fish may be. If fruit, you would fill in the line headed "Fruit," oranges, apples or bananas, or whatever the fruit may be. After the words "Other Foods," fill in such things as pickles, nuts, candy, bread or any food

that is neither fish, fruit, meat nor vegetables. After the word "Dry Goods," fill in such things as ribbons, laces or anything usually classed as dry goods, while after the word "Clothing," fill in any ready-made clothing. After the word "Miscellaneous," fill in anything not included in the above classes, such as toys, fancy goods, crockery, agate ware, or anything else which does not properly come under the above classes. If the material sold by the peddler is food, fill in the next line by putting a check mark above the word "Good, Fair, Bad or Injurious to Health," according to the condition of the goods; that is, if the food is good, put a check mark above the word "Good," etc. After the word "Remarks," if, in your estimation the food is bad, write your reasons for thinking so. For example, if it is fish and it is so far decayed that it should not be eaten, simply write in the word "Decayed."

If it is possible to learn from the peddler where his goods are bought, please do so, and fill in the dealer's address on the next line. If, however, he buys from several dealers simply fill in the word "several." If it is difficult to secure this information omit it altogether.

On the next line headed "General Remarks," fill in any fact that seems important to you. On the next line write your own name and shield number; after the word "Department," write your precinct number; after the word "Date," write the date on which you are doing this work, and after the words "Time of Day," put in the hours between which you saw the peddler; that is, if seen between 11 and 12 a. m., simply put 11-12, or whatever the time may be. This completes the card for this particular peddler, and one of these cards must be made out for each peddler found on your post. As soon as you have covered your entire post report to the officer in your precinct, leaving your cards with him. If you possess a fountain pen please use it in filling out the cards, as it will be much easier to read than if written in pencil.

Please accept in advance my thanks for your kindness in thus helping the Commission in its work.

(Signed) . A. A. HILL,
Secretary, Push-cart Commission.

APPENDIX V.

TABLES OF STATISTICS GIVING RESULTS
OF INQUIRY.

(30 Tables.)

TABLE I.

GENERAL SUMMARY.

Classification by Large Popular Districts.

CLASSIFICATION.	South of 14th St., East of Broadway.	South of 14th St., West of Broadway.	North of 14th St.	Total Manhattan.	Per Cent. Manhattan.	Total Brooklyn.	Per Cent., Brooklyn.	Total Manhattan and Brooklyn.	Per Cent., Manhat- tan and Brooklyn.
Licenses—									
Properly Licensed.....	1,999	663	465	3,127	81.26	446	66.87	3,573	79.14
Not Licensed.....	299	146	188	633	16.45	197	29.53	830	18.38
Not Ascertained.....	64	6	18	88	2.29	24	3.60	112	2.48
Ownership of Carts—									
Owned by Peddler.....	481	467	547	1,495	38.85	379	56.82	1,874	41.51
Not Owned.....	1,848	215	118	2,181	56.68	279	41.83	2,460	54.48
Not Ascertained.....	33	133	6	172	4.47	9	1.35	181	4.01
Goods Sold—									
Fish	172	16	5	193	5.02	19	2.85	212	4.70
Fruit	822	400	220	1,442	37.47	150	22.49	1,592	35.26
Meat .....	..	..	..	..	..	1	.15	1	.02
Vegetables.....	263	145	159	567	14.73	165	24.74	732	16.21
Other foods.....	175	84	198	457	11.88	128	19.19	585	12.96
Dry goods.....	324	45	7	376	9.77	57	8.54	433	9.59
Clothing	256	41	18	315	8.19	32	4.80	347	7.69
Miscellaneous	294	71	40	405	10.53	67	10.04	472	10.45
Mixed	55	13	21	89	2.31	47	7.05	136	3.01
Not ascertained.....	1	..	3	4	.10	1	.15	5	.11
Total Carts.....	2,362	815	671	3,848	100.00	667	100.00	4,515	100.00

TABLE 2.
DISTRIBUTION OF THE PUSH-CARTS.
Manhattan.

Precincts.	Number of Push-carts.
1	139
2	175
5	35
6	205
7	191
8	14
9	33
10	74
11	181
12	897
13	663
14	244
15	193
16	133
17	36
18	36
19	128
20	60
21	21
22	29
24	29
25	32
26	14
28	24
29	123
30	19
31	22
32	88
33	10
Total	3,848

Precincts Omitted.

3—City Hall.

4—Brooklyn Bridge.

23—Grand Central Depot.

27—Central Park.

TABLE 3.

BLOCKS IN BROOKLYN WHERE FIVE OR MORE PUSH-CARTS WERE FOUND.

Belmont avenue between Osborn and Watkins streets.....	28
Belmont avenue between Osborn street and Thatford avenue....	9
Osborn street between Pitkin and Belmont avenues.....	8
Manhattan avenue between Moore and Seigel streets.....	25
Moore street between Graham and Manhattan avenues.....	41
Moore street between Graham avenue and Humboldt street....	5
Seigel street between Graham and Manhattan avenues.....	26
Carroll street between Third and Fourth avenues.....	5
East avenue between Avenues A and B.....	5
Main street between Water and Front streets.....	9
Van Brunt street between Union and President streets.....	8
Washington avenue between Avenues B and C.....	5
West street between Avenues A and B.....	6

TABLE 4.
NATIONALITY OF PEDDLERS.
Manhattan.

PRECINCT.	Austrian.	Bulgarian.	English.	German.	Greek.	Hungarian.	Irish.	Italian.	Hebrew.	Spanish.	Swedish.	Turkish.	U. S.	Not Ascertained.	All Nationalities.
1.....	1	1	90	..	1	7	26	..	1	..	11	1	139
2.....	..	1	..	..	112	..	..	15	42	..	..	..	5	..	175
5.....	10	..	..	18	4	..	..	..	3	..	35
6.....	6	..	..	149	47	1	..	..	1	1	205
7.....	2	..	..	7	182	..	..	..	..	..	191
8.....	7	..	..	5	2	..	..	..	..	..	14
9.....	1	1	6	..	1	13	5	..	..	..	6	..	33
10.....	65	6	..	..	..	2	1	74
11.....	133	42	..	..	1	2	3	181
12.....	1	4	1	..	12	869	..	..	..	1	9	897
13.....	1	..	..	5	654	..	..	..	3	..	663
14.....	2	1	..	8	227	..	..	1	..	5	244
15.....	8	..	..	103	80	..	..	..	1	1	193
16.....	10	..	..	87	30	..	..	1	3	2	133
17.....	17	..	..	6	6	..	..	..	7	..	36
18.....	22	..	..	4	7	..	..	..	3	..	36
19.....	96	..	..	13	19	..	..	..	..	..	128
20.....	8	..	..	11	33	..	..	..	8	..	60
21.....	7	..	..	2	12	..	..	..	..	..	21
22.....	1	..	..	..	8	..	..	14	3	..	..	..	3	..	29
24.....	21	..	..	3	5	..	..	..	..	..	29
25.....	13	..	..	8	11	..	..	..	..	..	32
26.....	9	..	..	3	2	..	..	..	..	..	14
28.....	14	..	..	7	3	..	..	..	..	..	24
29.....	1	13	..	..	90	19	..	..	..	..	..	123
30.....	18	..	..	1	..	..	..	..	..	..	19
31.....	18	..	..	3	..	..	..	..	1	..	22
32.....	12	..	..	64	10	..	..	..	2	..	88
33.....	10	..	..	..	..	..	..	..	..	..	10
Total.....	1	1	2	4	544	2	2	856	2,346	1	1	3	62	23	3,848
Per Cent .....	.03	.03	.05	.10	14.13	.05	.05	22.24	60.97	.03	.03	.08	1.61	.60	100.00

TABLE 5.
NATIONALITY OF PEDDLERS.
Brooklyn.

	Number.	Per Cent.
Nationality—		
English	1	.15
German	27	4.05
Greek	64	9.59
Irish	5	.75
Italian	180	26.99
Hebrew	251	37.63
Scotch	1	.15
Swiss	1	.15
United States	137	20.54
Total	667	100.00

TABLE 6.

LENGTH OF RESIDENCE OF PEDDLERS IN UNITED STATES.
Manhattan.

PRECINCTS.	Under One Year.	One Year.	Two Years.	Three Years.	Four Years.	Five Years Up to Ten Years.	Ten Years Up to Life.	Life.	Not Ascertained.	TOTAL.
1.....	2	3	17	26	20	26	32	11	2	139
2.....	3	8	17	40	29	39	28	5	6	175
5.....	..	..	6	5	5	9	6	3	1	35
6.....	..	1	12	32	22	69	63	1	5	205
7.....	4	6	21	32	25	57	46	..	..	191
8.....	..	2	1	6	1	3	1	..	..	14
9.....	2	..	2	4	1	8	9	6	1	33
10.....	..	1	7	7	11	29	16	2	1	74
11.....	1	3	11	20	19	67	55	2	3	181
12.....	6	20	81	156	110	278	228	1	17	897
13.....	4	19	40	81	52	176	285	3	3	663
14.....	2	5	19	37	23	70	82	..	6	244
15.....	1	11	33	32	22	62	29	1	2	193
16.....	1	13	22	18	18	37	19	3	2	133
17.....	1	..	4	6	5	8	5	7	..	36
18.....	1	4	9	7	8	2	2	3	..	36
19.....	3	3	25	44	18	24	10	..	1	128
20.....	1	3	9	7	4	13	15	8	..	60
21.....	2	1	4	5	4	3	2	..	..	21
22.....	3	3	3	2	3	3	9	3	..	29
24.....	1	..	5	9	8	2	3	..	1	29
25.....	2	2	2	5	3	2	14	..	2	32
26.....	..	3	1	3	2	2	3	..	..	14
28.....	2	..	4	8	3	3	4	..	..	24
29.....	1	7	9	13	7	41	44	..	1	123
30.....	..	..	8	5	2	3	1	..	..	19
31.....	..	2	4	8	2	3	2	1	..	22
32.....	3	3	9	20	4	18	27	2	2	88
33.....	..	..	4	3	2	1	..	..	..	10
Total.....	46	123	389	641	433	1,059	1,040	62	56	3,848
Per Cent.....	1.20	3.20	10.11	16.66	11.25	27.49	27.03	1.61	1.45	100.00

TABLE 7.

LENGTH OF RESIDENCE OF PEDDLERS IN UNITED STATES.

Brooklyn.

	Number.	Per Cent.
Time in United States—		
Less than 1 year.....	14	2.10
1 year	25	3.75
2 years	44	6.60
3 years	62	9.29
4 years	36	5.40
5 years up to 10.....	122	18.29
10 years to life.....	224	33.58
Life	137	20.54
Not ascertained	3	.45
Total	667	100.00

TABLE 9.

OTHER OCCUPATIONS OF PEDDLERS.

Brooklyn.

Occupation.	Number.
Awningmaker	1
Baker	6
Barber	1
Bartender	4
Blacksmith	2
Boxmaker	1
Butcher	2
Carpenter	5
Clerk	4
Cooper	2
Dressmaker	1
Egg Candler	1
Farmworker	2
Furrier	1
Glassworker	5
Hatter	2
Hod carrier	1
Houseworker	4
Insurance agent	1
Janitor	1
Junk dealer	1
Laborer	50
Lithographer	1
Longshoreman	1
Machinist	4
Messenger boy	1
Metal tradesman	6
Newsdealer	1
Packer	2
Painter	2
Papermaker	1
Pocketbook maker	2
Presser	1

TABLE 9 (Continued).—OTHER OCCUPATIONS OF PEDDLERS.—
Brooklyn.

Occupation.	Number.
Printer	1
Rubberworker	1
Salesman	1
Schoolboy	1
Shoemaker	4
Stenographer	1
Stone-cutter	2
Store-keeper	22
Street cleaner	1
Tailor	16
Tobacco-worker	3
Truckman	15
Watchman	1
Total with other occupations.....	189
Total Peddlers	667
Percent	28

TABLE 10.

PEDDLERS' LICENSES ISSUED BY THE BUREAU OF LICENSES 1896-1906.

Year.	Horse and Wagon.			Basket.			Push-Cart.			Total.		
	New.	Renewals.	Total.	New.	Renewals.	Total.	New.	Renewals.	Total.	New.	Renewals.	Total.
(November and December.)												
1896.....	...	...	602	...	...	397	...	...	632	...	...	1,631
1897.....	...	...	433	...	...	1,024	...	...	2,017	...	...	3,474
1898.....	...	...	118	...	...	258	...	...	1,355	...	...	1,731
(May—December.)												
*1899.....	...	...	333	...	...	712	...	...	1,931	...	...	2,976
1900.....	318	85	403	577	113	690	1,711	362	2,073	2,606	560	3,166
1901.....	204	133	427	611	178	789	1,230	890	2,120	2,135	1,201	3,336
1902.....	395	212	607	730	258	988	4,036	1,324	5,360	5,161	1,794	6,955
1903.....	399	278	677	616	320	936	2,105	2,869	4,974	3,120	3,467	6,587
1904.....	466	379	845	368	503	871	2,270	3,477	5,747	3,104	4,359	7,463
1905.....	548	483	1,031	†38	561	599	†69	4,671	4,740	655	5,715	6,370
(January—June.)												
1906.....	207	346	553	†27	278	305	†5	3,155	3,160	239	3,779	4,018

* Records not available for January to May.

† Issuance stopped February 23, 1905.

AMOUNT OF FEES RECEIVED FROM LICENSES.

	1903.		1904.	
For horse and wagon—				
New	\$3,192	00	\$3,728	00
Renewal	1,112	00	1,516	00
	\$4,304 00		\$5,244 00	
For push-cart—				
New	\$8,420	00	\$9,080	00
Renewal	5,738	00	6,954	00
	14,158 00		16,034 00	
For basket—				
New	\$1,232	00	\$736	00
Renewal	320	00	503	00
	1,552 00		1,239 00	
Total	\$20,014 00		\$22,517 00	

TABLE II.
LICENSES OF PEDDLERS.
Manhattan.

PRECINCTS.	Properly Licensed.	No License.	Expired License.	One License for 2 Carts.	Veteran's License.	License in Another's Name.	Not Ascertained.	Total.
1.....	126	6	7	..	..	..	..	139
2.....	139	26	3	..	2	4	1	175
5.....	21	9	3	1	1	..	..	35
6.....	182	18	2	..	..	..	3	205
7.....	166	17	6	..	..	2	..	191
8.....	12	2	..	..	..	..	..	14
9.....	25	6	1	..	1	..	..	33
10.....	64	7	1	..	..	2	..	74
11.....	144	28	6	1	..	1	1	181
12.....	830	45	15	..	..	7	..	897
13.....	495	92	8	..	..	4	64	663
14.....	206	31	5	..	..	2	..	244
15.....	154	31	1	1	..	6	..	193
16.....	94	34	4	..	..	..	1	133
17.....	16	15	1	..	..	1	3	36
18.....	19	16	..	..	..	1	..	36
19.....	102	20	4	..	..	..	2	128
20.....	35	21	..	..	..	2	2	60
21.....	13	8	..	..	..	..	..	21
22.....	18	9	1	..	..	..	1	29
24.....	25	4	..	..	..	..	..	29
25.....	26	5	..	..	..	1	..	32
26.....	8	5	..	..	..	..	1	14
28.....	17	6	1	..	..	..	..	24
29.....	68	51	1	3	..	..	..	123
30.....	18	1	..	..	..	..	..	19
31.....	18	3	..	..	..	..	1	22
32.....	73	6	2	..	1	..	6	88
33.....	8	..	..	..	..	..	2	10
Total.....	3,122	522	72	6	5	33	88	3,848
Per cent.....	81.13	13.56	1.87	.16	.13	.86	2.29	100.00

TABLE 12.
 LICENSES OF PEDDLERS.
 Brooklyn.

	Number.	Per Cent.
Properly licensed	446	66.87
No license	182	27.28
Expired license	2	.30
License in another man's name.....	13	1.95
Not ascertained	24	3.60
Total	667	100.00

TABLE 13.
NUMBERS ON PUSH-CARTS.
Manhattan.

PRECINCTS.	CORRECT NUMBER.	NUMBER DIF- FERENT FROM LICENSE.	NO NUMBER.	TOTAL.
1.....	18	6	115	139
2.....	10	35	130	175
5.....	..	9	26	35
6.....	21	49	135	205
7.....	1	54	136	191
8.....	2	2	10	14
9.....	15	7	11	33
10.....	55	9	10	74
11.....	26	16	139	181
12.....	41	178	678	897
13.....	11	198	454	663
14.....	5	41	198	244
15.....	21	37	135	193
16.....	20	56	57	133
17.....	3	12	21	36
18.....	2	9	25	36
19.....	4	9	115	128
20.....	1	14	45	60
21.....	..	13	8	21
22.....	1	5	23	29
24.....	..	2	27	29
25.....	8	10	14	32
26.....	1	1	12	14
28.....	..	2	22	24
29.....	40	13	70	123
30.....	14	3	2	19
31.....	1	3	18	22
32.....	8	..	80	88
33.....	..	..	10	10
Total.....	329	793	2,726	3,848
Per Cent.....	8.55	20.61	70.84	100.00

TABLE 14.
NUMBERS ON PUSH-CARTS.
Brooklyn.

	Number.	Per Cent.
Correct number	217	32.53
Number not corresponding to license.....	188	28.19
No number	262	39.28
Total	667	100.00

TABLE 15.

OWNERSHIP AND RENT OF CARTS AND SALARIES AND COMMISSIONS OF
PEDDLERS.

Manhattan.

PRECINCT.	CART OWNED.	CART RENTED.	CART BORROWED.	PEDDLER ON SALARY.	NOT ASCERTAINED.	TOTAL.
1.....	115	11	....	6	7	139
2.....	95	47	....	3	30	175
5.....	24	8	....	....	3	35
6.....	129	45	....	....	31	205
7.....	33	152	....	2	4	191
8.....	7	7	....	....	....	14
9.....	15	5	....	....	13	33
10.....	65	3	....	....	6	74
11.....	95	46	....	....	40	181
12.....	92	767	1	....	37	897
13.....	57	591	....	....	15	663
14.....	42	198	....	....	4	244
15.....	118	70	....	....	5	193
16.....	61	29	....	4	39	133
17.....	24	11	....	....	1	36
18.....	23	8	....	....	5	36
19.....	116	9	....	....	3	128
20.....	25	32	....	1	2	60
21.....	9	12	....	....	....	21
22.....	20	6	1	1	1	29
24.....	23	5	....	....	1	29
25.....	26	6	....	....	....	32
26.....	11	2	....	....	1	14
28.....	22	2	....	....	....	24
29.....	116	4	....	....	3	123
30.....	19	....	....	....	....	19
31.....	20	....	....	1	1	22
32.....	83	2	....	....	3	88
33.....	10	....	....	....	....	10
Total....	1,495	2,078	2	18	255	3,848
Per cent.....	38.85	54.00	.05	.47	6.63	100

TABLE 16.

OWNERSHIP AND RENT OF CARTS AND SALARIES AND COMMISSIONS OF
PEDDLERS.

Brooklyn.

	Number.	Per Cent.
Cart owned by peddler	379	56.82
Cart rented	279	41.83
Cart borrowed		
Peddler on salary or commission.....		
Not ascertained	9	1.35
Total	667	100.00

TABLE 17.

PUSH-CART OWNERS AND STABLE KEEPERS CLASSIFIED ACCORDING TO
NUMBERS OF CARTS IN OPERATION.

Manhattan.

	Number.	Per Cent.
Having 1 cart in field.....	181	61.15
Having 2 to 9 carts in field.....	60	20.27
Having 10 to 19 carts in field.....	14	4.73
Having 20 to 29 carts in field.....	15	5.07
Having 30 to 39 carts in field.....	11	3.71
Having 40 to 49 carts in field.....	8	2.70
Having 50 to 99 carts in field.....	6	2.03
Having 100 or more carts in field.....	1	.34
Total number ascertained owners of carts used by other men.....	296	100.00

TABLE 18.

PUSH-CART OWNERS AND STABLEKEEPERS CLASSIFIED ACCORDING TO
NUMBER OF CARTS IN OPERATION.

Brooklyn.

	Number.	Per Cent.
Having 1 cart in field.....	50	63.29
Having 2 to 9 carts in field.....	23	29.11
Having 10 to 19 carts in field.....	3	3.79
Having 20 to 29 carts in field.....	1	1.27
Having 30 to 39 carts in field.....	1	1.27
Having 40 to 49 carts in field.....		
Having 50 to 99 carts in field.....	1	1.27
Having 100 or more carts in field.....		
Total number ascertained owners of carts used by other men.....	79	100.00

TABLE 19.

LIST OF OWNERS OF TWO OR MORE PUSH-CARTS USED BY OTHER MEN
WITH NUMBER OF CARTS OF EACH IN FIELD.

Manhattan.

Name.	Address.	Number.
Alterman & Weisman, No. 103 Allen street.....		13
Bear, No. 65 Ludlow street.....		2
Berkowitz, No. 170 Ludlow street.....		50
Berkowitz, No. 83 or 87 Columbia street.....		21
Berkowitz, Chas., No. 176 Orchard street.....		62
Bernstein, Joseph, No. 53 Orchard street.....		16
Blanck, No. 15 Ludlow street.....		12
Carman, Harry, No. 55 Orchard street.....		6
Cohen, No. 80 Suffolk street.....		4
Cohen, Isaac, No. 77 Ludlow street.....		6
Cohen, Mrs. R., No. 71 Suffolk street.....		10
Davidson, Henry, No. 65 Chrystie street.....		14
Davis, No. 44 Ludlow street.....		3
Demachos, Peter, No. 7 Chrystie street.....		2
Diyaint, No. 178 Hester street.....		2
Eisenstein, Herman, No. 159 Ludlow street.....		32
Falduto, Dominick, No. 4 First street.....		2
Faller, Joseph, No. 207 Forsyth street.....		22
Fishman, Abraham, No. 77 Chrystie street.....		45
Friedman, Morris, No. 25 Ludlow street.....		22
Fuchs, Morris, No. 78 Ludlow street.....		5
Furman, No. 57 Orchard street.....		39
Gerskowitz, Ludlow, between Stanton and Houston streets..		3
Gold, No. 48 Ridge street.....		35
Gold, No. 291 East Second street.....		2
Goldberg, Benjamin, No. 339 East One Hundred and Fifth street		2
Goldenstein & Weiss, No. 56 Allen street.....		41
Goldstein, No. 115 Hester street.....		43
Goldstein, No. 60 Attorney street.....		27
Greenfeld, David, No. 69 Ludlow street.....		64
Grill, Isaac, No. 164 Attorney street.....		23
Grossman, Max, No. 62 Willett street.....		32
Halpers, Joseph, No. 125 Ridge street.....		66
Harris, Joseph, No. 142 Suffolk street.....		6
Harris, Joseph, No. 155 Suffolk street.....		30

TABLE 19 (Continued).

LIST OF OWNERS OF TWO OR MORE PUSH-CARTS USED BY OTHER MEN
WITH NUMBER OF CARTS OF EACH IN FIELD.

Manhattan.

Name.	Address.	Number.
Hoffman, Louis, No. 49	Ludlow street.....	34
Isaacs, Attorney and Broome streets.....		2
Karwell, Abraham, No. 153	Orchard street.....	37
Karren (or Kearn), Jos., No. 63	Chrystie street.....	25
Katz, No. 69	Chrystie street.....	2
Katz, M., No. 750	East Fifth street.....	11
Kennis, D., No. 53	Orchard street.....	5
Kimelman, Isaac, No. 26	Allen street.....	12
Landman, Max, No. 179	Ludlow street.....	21
Lenwitz, Charles, No. 71	Broad street.....	7
Levine, No. 312	Cherry street.....	4
Livote, G., Nos. 183-185	Elizabeth street.....	2
Mandel, Louis, No. 115	Ridge street.....	2
Margulies, No. 30	Suffolk street.....	32
Meyer, No. 60	Pike street.....	29
Meyer, No. 45	Pike street.....	21
Michaelson, No. 29	Ludlow street.....	5
Nagler, E., No. 153	Attorney street.....	10
Nathanson, Abraham, No. 154	Attorney street....	43
Oliver & Co., No. 468	Pearl street.....	16
Poplock, Nathan, No. 31	Ludlow street.....	2
Probber, Isaac, No. 34	Ludlow street.....	31
Radsches, No. 9	Hester street.....	53
Raussman, Willett, between Delancey and Rivington streets.		2
Rosenzweig, No. 182	Orchard street.....	45
Rothstein, No. 58	Pitt street.....	15
Schaefer, Israel, No. 196	Orchard street.....	24
Schambaum, No. 154	Attorney street.....	4
Scheinholtz, Louis, No. 128	Attorney street.....	19
Schlochok, Jacob, No. 176	Eldridge street.....	45
Schmiel, No. 18	Chrystie street.....	2
Schmugler, No. 51	Sheriff street.....	5
Schreider, Chas., No. 211	Stanton street.....	33
Schreider, No. 334	Rivington street.....	30
Schwimmer, I., No. 117	Lewis street.....	24
Scilla Ice Cream Company, No. 67	Crosby street.....	4

TABLE 19 (Continued).

LIST OF OWNERS OF TWO OR MORE PUSH-CARTS USED BY OTHER MEN
WITH NUMBER OF CARTS OF EACH IN FIELD.

Manhattan.

Name.	Address.	Number.
Schechter, No. 159 Ridge street.....		3
Singer, No. 17 Forsyth street.....		44
Sofia, Frank, Walker, near Centre street.....		2
Stalalos, Louis, No. 452 West Forty-first street.....		3
Steier, No. 90 Willett street.....		24
Steinberg, No. 78 Ludlow street.....		2
Stencil, No. 73 Rivington street.....		2
Sternbach, B., No. 50 Clinton street.....		29
Tiesman, No. 142 Suffolk street.....		3
Tony, No. 196 Mulberry street.....		2
Tunis, B., No. 26 Attorney street.....		27
Warren Ice Cream Company, No. 31 Depeyster street.....		12
Weiner, S., No. 100 East Houston street.....		2
Weiner, S., No. 29 East Third street.....		10
Weiner, S., No. 630 East Fifth street.....		3
Weiss, Joe., No. 106 Norfolk street.....		46
Welber, Abraham, No. 37 Orchard street.....		170
Wiener Bros., No. 320 East Eighth street.....		3
Winkler, H., No. 52 Rutgers street.....		20
Ziper, No. 13 Chrystie street.....		52
Zoltok, Joseph, No. 35 Norfolk street.....		18
Bills Original Ice Cream Company.....		7
Chino, Carmelo		2
Woolfish		2
No. 16 Attorney street.....		2
No. 53 Attorney street.....		3
No. 152 Attorney street.....		2
No. 155 Attorney street		4
No. 160 Attorney street.....		3
No. 83 Baxter street.....		2
No. 62 Chrystie street.....		2
No. 161 Forsyth street		7
No. 169 Forsyth street.....		2
No. 117 Hester street.....		2
No. 13 Ludlow street.....		2

TABLE 19 (Continued).

LIST OF OWNERS OF TWO OR MORE PUSH-CARTS USED BY OTHER MEN
WITH NUMBER OF CARTS OF EACH IN FIELD.

Manhattan.

Name.	Address.	Number.
No. 32 Ludlow street.....		3
No. 36 Ludlow street.....		2
No. 67 Ludlow street		2
No. 149 Ludlow street.....		3
No. 168 Ludlow street.....		3
No. 51 Pike street.....		2
Suffolk, near Broome street.....		2
Suffolk, between Stanton and Houston streets.....		3
Nos. 80 and 82 Willett street.....		6
Total.....		1,967

TABLE 20.

LIST OF OWNERS OF PUSH-CARTS USED BY OTHER MEN WITH NUMBER
OF CARTS OF EACH IN FIELD.

Brooklyn.

Name.	Address.	Number.
Balsamo, Dominick, No. 94 Union street.....		1
Baumann, Fred. (Mr. Floyd), Tompkins avenue.....		1
Bergner, Chas., No. 608 Manhattan avenue.....		1
Bernstein, Abraham, Sutter and Osborn street.....		2
Cohen, Samuel, No. 79 Siegel street.....		34
Conery, Chas., No. 52 South Second street.....		5
Copal, A., No. 178 Orchard street.....		2
Damn, Geo., No. 71 Evergreen avenue.....		2
Finkelstein, Samuel, No. 65 Siegel street.....		55
Fishman, Abraham, No. 77 Chrystie street.....		1
Forman, George, No. 57 Orchard street.....		1
Friedman, Chas., No. 60 Attorney street.....		1
Frohm, Fred, No. 218 Throop avenue.....		11
Gold, Jacob, No. 291 East Third street.....		1
Goldstein, Chas., No. 115 Hester street.....		3
Goldstein, Jacob, No. 60 Attorney street.....		1
Goldstein, Joseph, Myrtle avenue and Harman street.....		1
Graf, Andrew, No. 16½ Grattan street.....		1
Horowitz, Nathan, No. 77 Belmont avenue.....		1
Hart, Owen, No. 725 Sixth avenue.....		1
Hofken, Becky, No. 181 Osborn street.....		1
Hutter, Edward, No. 120 Ralph avenue.....		2
Hutter, Henry, Macon, near Broadway.....		1
Imperato, Gaetano, No. 1470 Herkimer street.....		1
Kempf, Christ., No. 169 Cook street.....		6
Krell, Isaac, Ridge and Houston streets.....		1
Kane, Mrs., No. 131 Oakland street.....		1
Krant, Willett street, near Rivington street.....		1
Landman, Max, No. 179 Ludlow street.....		1
Lebowitz, Max, No. 42 Belmont avenue.....		1
Lenwer, John, Melrose, near Central avenue.....		1
Leyer, Otto, No. 215 Montrose avenue.....		14
Leary, Dennis, No. 54 Navy street.....		1
Link, Samuel, No. 82 Cook street.....		1
Martin, No. 127 Withers street.....		3
Mernigolo, Michael, No. 635 Classon avenue.....		3

TABLE 20 (Continued).

LIST OF OWNERS OF PUSH-CARTS USED BY OTHER MEN WITH NUMBER OF CARTS OF EACH IN FIELD.

Brooklyn.

Name.	Address.	Number.
Miller, Joseph, No. 320 Powers street.....		1
Miller, Joseph, No. 278 Maujer street.....		2
Mostoes, No. 207 North Eighth street.....		1
Nelling, Emil, No. 178 Ten Eyck street.....		2
Nagler, E., No. 153 Attorney street.....		1
Parker, Wm. J., No. 44 Raymond street.....		3
Pietry, No. 163 Twenty-first street.....		1
Quell, Isaac, No. 94 Attorney street.....		1
Romanik, Joseph, No. 185 Watkins street.....		5
Rosenzwik, No. 182 Orchard street.....		1
Rudash, Abraham, No. 297 Sutter avenue.....		8
Schaefer, Henry, No. 82 Raymond street.....		10
Schmiddie, Abraham, No. 169 Watkins street.....		1
Schrack, Frank, No. 193 Graham avenue.....		3
Schultz, Tony, No. 78 Stockholm street.....		1
Short, Michael, No. 143 Suffolk street.....		1
Shutz, Sam, No. 351 East Third street.....		1
Siebert, John, No. 1336 Gates avenue.....		2
Sickman, Chas., No. 156 Graham street.....		1
Slater, James, No. 174 Richardson street.....		3
Smith, Sam, No. 36 Siegel street.....		29
Soeldert, Henry, No. 188 Harman street.....		1
Solomon, Michael, No. 60 Pike street.....		2
Sparks, Alfred, Wallabout street and Nostrand avenue.....		3
Start, Charles, Skillman street, Willoughby avenue.....		8
Swartz, No. 13 Chrystie street.....		1
Schwimmer, No. 117 Lewis		3
Torminie, Louis, No. 135 Bayard street.....		1
Trupiano, Guiseppo, No. 227 North Ninth street.....		1
Wahalit, John, No. 24 Staggs street.....		1
Warrino		1
White, John, Lorimer and Staggs street.....		1
Wiener, S., No. 291 East Third street.....		1
Wise, Joseph, No. 106 Norfolk street.....		1
Rinckler, Chas., No. 288 Staggs street.....		1
Wrinkler, John, No. 256 Scholes street.....		2

TABLE 20 (Continued).

LIST OF OWNERS OF PUSH-CARTS USED BY OTHER MEN WITH NUMBER
OF CARTS OF EACH IN FIELD.

Brooklyn.

Address.	Number.
No. 119 Roebling street.....	1
No. 153 Willett street.....	2
No. 308 Cherry street	1
No. 52 Rutledge street.....	1
No. 74 Columbia street.....	1
Not ascertained.....	1
Total.....	279

TABLE 21.

REPORT OF STREET CLEANING COMMISSIONER WOODBURY—1904.

List of Push-cart Owners Who Lease Out Push-carts to Peddlers, and
Number of Push-carts Owned by Each.

Manhattan.

Name.	Address.	Number.
Krill, No. 155 Suffolk street.....		86
Scheimholtz, No. 120 Attorney street.....		228
Steier, No. 90 Willett street.....		58
Grümfeld, No. 69 Ludlow street.....		128
Bloom, No. 159 Ludlow street.....		50
Grossman, No. 61 Willett street.....		110
Harris, No. 142 Suffolk street.....		78
Rothstein, No. 52 Pitt street.....		68
Saks, K., No. 176 Orchard street.....		235
Friedman, No. 25 Ludlow street.....		46
Feinberg, No. 53 Orchard street.....		86
Scheffler, No. 196 Orchard street.....		186
Margulies, No. 30 Suffolk street.....		56
Goldstein, No. 115 Hester street.....		85
Ziper, No. 13 Chrystie street.....		229
Radsches, No. 9 Hester street.....		145
Singer, M., No. 17 Forsyth street.....		90
Berrovitz, No. 170 Ludlow street.....		100
Pruber, No. 34 Ludlow street.....		90
Schoor, Isaac, No. 211 Stanton street.....		70
Fuchs, No. 78 Ludlow street.....		65
Weiss, M., No. 119 Norfolk street.....		200
Alfert, No. 119 Ridge street.....		125
Schoimer, No. 117 Lewis street.....		200
Weiss, No. 56 Allen street.....		100
Alterman, No. 78 Eldridge street.....		50
Kimelman, No. 26 Allen street.....		50
Michalson, No. 31 Ludlow street.....		30
Furman, No. 57 Orchard street.....		204
Kamial, No. 153 Orchard street.....		100
Blanck, No. 15 Ludlow street.....		33
Watwitz, No. 179 Ludlow street.....		100
Hoffman, No. 49 Ludlow street.....		90
Zadicowich, No. 44 Ludlow street.....		25

TABLE 21 (Continued).

REPORT OF STREET CLEANING COMMISSIONER WOODBURY—1904.

List of Push-cart Owners Who Lease Out Push-carts to Peddlers, and
Number of Push-carts Owned by Each.

Manhattan.

Name.	Address.	Number.
Cohen, M., No. 45 Pike street.....		90
Weiner, Sam, No. 60 Pike street.....		76
Winkler, No. 52 Ridge street.....		75
Cohn, No. 71 Suffolk street.....		60
Nattanson, No. 154 Attorney street.....		102
Gold, No. 48 Ridge street.....		152
Orchard, No. 53 Attorney street.....		80
Friedman, No. 95 Goerck street.....		122
Goldstein, No. 82 Sheriff street.....		100
Davidson, No. 65 Chrystie street.....		50
Schlomchok, J., No. 176 Eldridge street.....		150
Rosenzweig, No. 182 Orchard street.....		120
Lepowitz, No. 63 Chrystie street.....		60
Fischman, No. 77 Chrystie street.....		212
Tamorkin, No. 161 Forsyth street.....		150
Faller, No. 207 Forsyth street.....		146
Rubin, No. 15 Willett street.....		100
Sternbach, No. 50 Clinton street.....		80

TABLE 22.

LIST OF PLACES WHERE PUSH-CARTS WERE STORED AND NUMBER OF
LOADED AND EMPTY CARTS IN EACH ON DAY CENSUS WAS TAKEN.

Manhattan.

Address.	Loaded.	Empty.	Condition Not Ascertained.
Avenue A, 315.....	....	5	....
Avenue A, 319.....	....	5	....
Avenue A, 321.....	....	6	....
Avenue A, 1335.....	2	....	....
Avenue A, 1358.....	1	....	....
Avenue B, 287.....	9	....	....
Avenue B, 289.....	6	....	....
Allen, 26.....	....	9	....
Allen, 56.....	....	17	....
Allen, 103.....	....	2	....
Attorney, 53.....	....	13	....
Attorney, 130.....	1	13	....
Attorney, 154.....	4	10	....
Baxter, 137.....	....	4	....
Carlisle, 4.....	....	1	....
Chrystie, 13.....	75	....	....
Chrystie, 63.....	50	....	....
Chrystie, 65.....	40	....	....
Chrystie, 77.....	90	....	....
Columbia, 83.....	1	12	....
Crosby, 67.....	....	7	....
Crosby, 97.....	....	5	....
Crosby, 103.....	....	6	....
Eldridge, 176.....	8	8	....
Elizabeth, 157.....	....	40	....
Elizabeth, 167.....	....	6	....
Elizabeth, 149.....	....	8	....
Elizabeth, 150.....	....	3	....
Elizabeth, 170.....	....	5	....
East 14th, 515.....	....	6	....
East 18th, 401.....	....	2	....
East 18th, 403.....	....	4	....

TABLE 22 (Continued).

LIST OF PLACES WHERE PUSH-CARTS WERE STORED AND NUMBER OF
LOADED AND EMPTY CARTS IN EACH ON DAY CENSUS WAS TAKEN.

Manhattan.

Address.	Loaded.	Empty.	Condition Not Ascertained.
East 19th, 427	8	....
East 19th, 439	7	....
East 22d, 320	5	....
East 22d, 322	1	....
East 31st, 322.....	5	....
East 32d, 316	3	....
East 35th, 302	2	....
East 47th, 337	6	....	....
East 60th, 338	10	....	....
East 60th, 315°	10	....	....
East 91st, 444	8	....	....
East 99th, 216	14
East 103d, 215	9
East 104th, 101	12
East 105 h, 334	6
East 109th, 301	15
East 110th, 307	4
East 111th, 208	3
East 111th, 209	2
East 115th, 429	30
Forsyth, 207.	12	7	....
Forsyth, 17.	7	15	....
Goerck, 102.	7	....
Grand, 183.	7	....
Hester, 9.	13	....
Hester, 115.	13	....
Lewis, 117.	18
Ludlow, 15.	17
Ludlow, 25.	16	....
Ludlow, 31.	7	....
Ludlow, 34.	19	....
Ludlow, 44.	2	....
Ludlow, 49.	50	....
Ludlow, 69.	35	....

TABLE 22 (Continued).

LIST OF PLACES WHERE PUSH-CARTS WERE STORED AND NUMBER OF
LOADED AND EMPTY CARTS IN EACH ON DAY CENSUS WAS TAKEN.

Manhattan.

Address.	Loaded.	Empty.	Condition Not Ascertained.
Ludlow, 78.....	....	24	....
Ludlow, 159 .....	....	42	....
Ludlow, 170 .....	....	49	....
Ludlow, 179 .....	....	22	....
Mott, 144.....	....	1	....
Mott, 232. ....	....	3	....
Mott, 306. ....	....	1	....
Mulberry, 84.....	....	25	....
Mulberry, 193.....	....	6	....
Macdougall, 15.	6	....	....
Minetta Lane, 25.....	8	....	....
Orchard, 53. ....	....	10	....
Orchard, 57.....	30	20	....
Orchard, 153.....	6	30	....
Orchard, 176.....	10	25	....
Orchard, 182.....	14	10	....
Orchard, 196.....	8	13	....
Pike, 45.....	....	2	....
Pike, 60.....	....	7	....
Pitt, 58	5	26	....
Park avenue, 1403. ....	....	....	4
Park avenue, 1506. ....	....	....	7
Ridge, 48-52.....	....	15	....
Ridge, 119. ....	....	30	....
Stanton, 211. ....	....	17	....
Suffolk, 30. ....	....	10	....
Suffolk, 71. ....	....	8	....
Suffolk, 155.....	....	24	....
Thompson, 154	15	....	....
Vandam, 3.....	6	....	....
Willett, 62. ....	....	12	....
Willett, 90. ....	....	15	....
Total.....	448	871	141

TABLE 22 (Continued).

LIST OF PLACES WHERE PUSH-CARTS WERE STORED AND NUMBER OF
LOADED AND EMPTY CARTS IN EACH ON DAY CENSUS WAS TAKEN.

Brooklyn.

Address.	Loaded.	Empty.	Condition Not Ascertained.
Atlantic avenue, 2453.....	5	....
Cook, 169.....	25	....
Herkimer, 1470.....	5	....
Manhattan, 99.....	30	....
McKibbin, 77.....	29	....
Montrose, 201.....	23	....
Seigel, 79.....	25	....
South 2d, 52.....	5	....
Total.....	138	....

In addition to above, carts were said to be stored at following places, but they could not be seen
at time of census:

	Carts.
J. Balsamo, No. 106 Mott street, Manhattan.....	20
J. Oliver, No. 468 Pearl street, Manhattan.....	45
J. Lorelli, No. 128½ Baxter street, Manhattan.....	15
J. Ferraro, No. 84 Mulberry street, Manhattan.....	25
Total.....	105

TABLE 23.
GOODS SOLD ON PUSH-CARTS.
Manhattan.

PRECINCTS.	Fish.	Fruit.	Vegetables.	Other Foods.	Dry Goods.	Clothing.	Miscellaneous.*	Mixed.†	Not Ascertained.	Total.
1.....	1	78	..	40	2	..	15	3	..	139
2.....	..	109	..	20	4	11	31	..	..	175
5.....	1	12	9	9	..	..	4	..	..	35
6.....	6	86	51	14	13	18	15	2	..	205
7.....	..	85	22	15	38	9	19	3	..	191
8.....	..	9	..	5	..	..	..	..	..	14
9.....	..	16	8	4	..	..	3	2	..	33
10.....	..	36	23	5	..	..	6	4	..	74
11.....	8	68	52	10	22	6	13	2	..	181
12.....	..	305	88	50	151	155	131	16	1	897
13.....	170	168	72	31	57	62	82	21	..	663
14.....	..	99	32	10	55	14	27	7	..	244
15.....	..	75	40	20	21	16	16	5	..	193
16.....	2	76	11	26	6	6	3	3	..	133
17.....	..	24	5	7	..	..	..	..	..	36
18.....	..	18	..	15	..	2	1	..	..	36
19.....	..	67	..	54	1	..	5	1	..	128
20.....	..	10	25	14	1	3	6	1	..	60
21.....	..	12	..	6	..	..	3	..	..	21
22.....	..	7	1	18	..	..	3	..	..	29
24.....	..	9	..	14	..	1	5	..	..	29
25.....	..	3	7	13	1	3	5	..	..	32
26.....	..	..	..	12	..	..	2	..	..	14
28.....	..	2	4	7	..	..	..	11	..	24
29.....	5	22	63	11	4	3	7	5	3	123
30.....	..	16	..	3	..	..	..	..	..	19
31.....	..	12	..	9	..	..	..	1	..	22
32.....	..	18	54	5	..	6	3	2	..	88
33.....	..	..	..	10	..	..	..	..	..	10
Total	193	1,442	567	457	376	315	405	89	4	3,848
Per cent.....	5.02	37.47	14.73	11.88	9.77	8.19	10.53	2.31	.10	100.00

* Not included elsewhere. † Goods of more than one class.

TABLE 24.
GOODS SOLD ON PUSH-CARTS.
Brooklyn.

	Number.	Per Cent.
Goods Sold—		
Fish	19	2.85
Fruit	150	22.49
Meat	1	.15
Vegetables	165	24.74
Other foods	128	19.19
Dry goods	57	8.54
Clothing	32	4.80
*Miscellaneous	67	10.04
†Mixed	47	7.05
Not ascertained	1	.15
Totals	667	100.00

* Not included elsewhere.

† Goods of more than one class.

TABLE 25.

SPECIFIC ARTICLES OF FOOD SOLD ON PUSH-CARTS.

Manhattan.

[illegible]

Fruit--															
Pine apples....	2	2	2	1	1	1	1	1	1	1	1	1	1	1	.86
Plums.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.03
Strawberries....	..	1	4	4	1	4	18	24	9	1	2	5	..	3	2.08
Vegetables--															
Artichokes.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.03
Asparagus.....	..	1	1	..	..	..	..	..	1	1	..	..	..	..	.10
Beans.....	..	2	8	..	3	5	5	1	2	..	9	5	..	1	1.20
Beets.....	..	..	..	..	..	..	..	1	3	2	1	..	..	1	.26
Cabbage.....	..	4	13	3	2	8	11	14	12	2	1	..	4	..	3.40
Carrots.....	..	..	..	..	..	..	6	10	1	..	..	..	..	..	.47
Celery.....	..	4	..	..	..	..	..	..	2	..	..	..	..	..	.16
Cucumbers.....	..	4	6	..	7	1	25	31	6	13	2	..	..	..	2.68
Egg plant.....	..	1	..	..	..	..	1	..	2	..	..	..	..	..	.10
Horse Radish...	..	..	1	..	..	..	3	6	..	..	..	..	..	..	.26
Lettuce.....	..	3	..	..	..	..	..	..	..	..	1	..	..	..	.10
Onions.....	..	2	2	3	..	4	22	28	10	4	10	2	..	2	2.94
Parsley .....	..	..	..	..	..	..	..	1	..	..	..	..	..	..	.03
Parsnips.....	..	..	..	..	..	..	1	1	..	..	..	..	..	..	.05
Peas.....	..	1	27	3	5	12	8	9	6	1	16	5	..	1	2.78
Peppers.....	..	5	..	..	..	..	1	..	1	..	..	..	..	..	.18
Potatoes.....	..	5	12	5	8	13	6	20	30	12	21	3	..	23	4.60
Radishes.....	..	..	10	2	1	4	6	16	5	3	3	8	1	..	1.82
Rhubarb.....	..	..	..	..	..	..	..	1	3	5	1	..	2	..	.65
Rice.....	..	1	..	..	1	1	..	..	..	..	..	..	..	..	.08
Salad greens...	..	10	7	..	7	11	9	5	..	9	13	..	..	2	2.21

TABLE 25 (Continued). — SPECIFIC ARTICLES OF FOOD SOLD ON PUSH-CARTS. — Manhattan.

KIND OF FOOD.	NUMBER OF CARTS ON WHICH FOOD OF VARIOUS CLASSES WAS SOLD, ARRANGED BY PRECINCTS.																											All Precincts.	Per Cent. of Total Carts.	
	1	2	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	24	25	26	28	29	30	31			32	33
Vegetables—																														
Spinach.....	..	..	2	8	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13	.34
Sprouts.....	..	..	1	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	4	.10
Tomatoes.....	..	..	..	18	4	..	4	5	2	22	15	5	6	5	1	..	..	3	..	..	..	..	..	..	1	1	..	3	95	2.47
Turnips.....	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	4	.10
Other Foods—																														
Bread.....	..	..	..	..	..	..	..	..	..	5	6	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	12	.31
Cakes.....	..	..	..	2	..	..	..	..	..	6	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	.29
Candy.....	17	..	2	1	2	..	..	3	3	5	3	5	12	8	..	10	..	..	..	..	..	..	..	..	3	..	..	..	74	1.02
Cheese.....	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	.08
Chewing gum..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	.03
Eggs.....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	.03
Ice cream ...	6	8	3	4	..	4	3	2	3	5	7	..	..	9	2	6	9	5	2	7	1	1	5	..	1	2	4	..	99	2.57
Lemonade.....	..	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	.13
Lunches.....	13	2	3	3	..	..	..	1	3	9	..	3	4	9	3	8	28	1	1	3	1	..	..	..	..	..	..	..	95	2.47
Nuts.....	..	..	2	2	1	..	..	..	..	13	5	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	29	.75
Olives.....	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	.08
Peanuts.....	7	10	..	3	..	1	1	..	1	..	..	..	4	..	2	2	7	8	3	8	12	12	7	15	7	1	5	..	10	3.27
Pickles.....	..	..	..	..	..	..	..	..	..	16	5	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	26	.68
Seltzer water...	..	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	.13
Tea.....	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	.03

TABLE 26.

SPECIFIC ARTICLES OF FOOD SOLD ON PUSH-CARTS.

Brooklyn.

	Number of Carts.	Per Cent. of Total Carts.
Sea Food—		
Fish	19	2.85
Fruit—		
Apples	1	.15
Bananas	57	8.55
Cherries	12	1.80
Dates	1	.15
Lemons	1	.15
Melons	9	1.35
Oranges	11	1.65
Peaches	88	13.20
Pears	1	.15
Pineapples	9	1.35
Plums	33	4.95
Strawberries	32	4.80
Vegetables—		
Asparagus	5	.75
Beans	16	2.40
Beets	14	2.10
Cabbage	42	6.30
Carrots	6	.90
Cauliflower	6	.90
Cucumbers	10	1.50
Onions	34	5.10
Peas	46	6.90
Potatoes	126	18.89
Radishes	13	1.95
Rhubarb	2	.30
Salad greens	13	1.95
Sprouts	1	.15
Tomatoes	1	.15
Turnips	6	.90

TABLE 26 (Continued).

SPECIFIC ARTICLES OF FOOD SOLD ON PUSH-CARTS.

Brooklyn.

	Number of Carts.	Per Cent. of Total Carts.
Other Foods—		
Candy	5	.75
Eggs	1	.15
Ice cream	68	10.19
Lunches	2	.30
Peanuts	53	7.95
Meat (fresh)	1	.15

TABLE 27.

QUALITY OF FOOD SOLD ON PUSH-CARTS.

Manhattan.

PRECINCTS.	GOOD.	FAIR.	BAD.	INJURIOUS TO HEALTH.	NOT ASCER- TAINED.	TOTAL CARTS SELL- ING FOOD.
1.....	83	34	2	1	2	122
2.....	90	23	1	....	15	129
5.....	26	1	....	....	4	31
6.....	118	33	....	....	8	159
7.....	70	53	1	....	1	125
8.....	7	7	....	....	....	14
9.....	23	6	....	....	1	30
10.....	61	4	....	....	3	68
11.....	118	22	....	....	....	140
12.....	257	166	14	3	17	457
13.....	341	99	12	2	7	461
14.....	86	21	3	....	38	148
15.....	99	20	1	1	19	140
16.....	77	34	....	....	5	116
17.....	29	3	....	....	4	36
18.....	21	12	....	....	....	33
19.....	86	26	....	....	9	121
20.....	39	7	....	....	4	50
21.....	15	3	....	....	....	18
22.....	18	5	....	1	2	26
24.....	21	1	....	....	1	23
25.....	17	6	....	....	....	23
26.....	8	3	....	....	1	12
28.....	20	1	....	....	1	22
29.....	102	1	....	1	2	106
30.....	19	....	....	....	....	19
31.....	17	4	....	....	1	22
32.....	78	1	....	....	....	79
33.....	6	3	....	....	1	10
Total.....	1,952	599	34	9	146	2,740
Per cent.....	71.24	21.86	1.24	.33	5.33	100.00

TABLE 28.
QUALITY OF FOOD SOLD.
Brooklyn.

	Number.	Per Cent.
Quality—		
Good	399	74.60
Fair	109	21.46
Bad	4	.79
Injurious to health.....	...	....
Not ascertained	16	3.15
Total number carts on which food is sold	508	100.00

TABLE 29.

NUMBER OF CARTS FOUND ON CERTAIN BLOCKS DURING HEBREW HOLY-DAYS WHEN ORDINANCES WERE SUSPENDED, COMPARED WITH DAY WHEN CENSUS WAS TAKEN.

Manhattan.

	Census Day.	Holyday.
Bayard, between Bowery and Chrystie.....	11	21
Delancey, between Ridge and Pitt.....	81	110
Essex, between Grand and Hester.....	30	38
Essex, between Hester and Canal.....	16	30
Forsyth, between Canal and Bayard.....	23	19
Grand, between Allen and Orchard.....	4	23
Grand, between Orchard and Ludlow.....	19	18
Grand, between Ludlow and Essex.....	13	10
Grand, between Essex and Norfolk.....	16	16
Hester, between Forsyth and Eldridge.....	18	48
Hester, between Eldridge and Allen.....	28	44
Hester, between Allen and Orchard.....	28	46
Hester, between Orchard and Ludlow.....	20	24
Hester, between Ludlow and Essex.....	42	46
Hester, between Essex and Norfolk.....	55	21
Hester, between Norfolk and Suffolk.....	21	30
Hester, between Suffolk and Clinton.....	19	33
Houston, between Bowery and Chrystie.....	8	19
Houston, between Chrystie and Forsyth.....	1	1
Houston, between Forsyth and Eldridge.....	7	15
Houston, between Eldridge and Allen.....	9	31
Houston, between Allen and Orchard.....	15	15
Houston, between Orchard and Ludlow.....	13	14
Houston, between Ludlow and Essex.....	..	15
Orchard, between Division and Hester.....	14	42
Orchard, between Hester and Grand.....	6	12
Orchard, between Delancey and Rivington...	24	58
Orchard, between Rivington and Stanton.....	64	108
Orchard, between Stanton and Houston.....	50	91
Rivington, between Eldridge and Allen.....	15	18
Rivington, between Allen and Orchard.....	21	24

TABLE 29 (Continued).

NUMBER OF CARTS FOUND ON CERTAIN BLOCKS DURING HEBREW HOLY-DAYS WHEN ORDINANCES WERE SUSPENDED, COMPARED WITH DAY WHEN CENSUS WAS TAKEN.

Manhattan.

	Census Day.	Holyday.
Rivington, between Orchard and Ludlow....	21	45
Rivington, between Ludlow and Essex.....	16	22
Rivington, between Essex and Norfolk.....	11	21
Rivington, between Norfolk and Suffolk.....	11	25
Rivington, between Suffolk and Clinton.....	18	21
Rivington, between Clinton and Attorney....	21	38
Rivington, between Attorney and Ridge.....	19	42
Rivington, between Ridge and Pitt.....	4	40
Rivington, between Pitt and Willett.....	25	52
Rivington, between Sheriff and Columbia....	21	41
Rivington, between Willett and Sheriff.....	25	43
Stanton, between Allen and Orchard.....	21	22
Stanton, between Orchard and Ludlow.....	21	31
Stanton, between Ludlow and Essex.....	16	11
Total	891	1,494
Increase during holyday.....	...	603
Percentage of increase.....	...	67.67

TABLE 30.

ARRESTS OF PUSH-CART PEDDLERS, 1904.

Manhattan.

Charge.	Number of Arrests.
Having no license.....	1,280
Having no number on cart.....	1
Not having copy of ordinance exposed.....	5
Obstructing crosswalk.....	101
Obstructing fire hydrants.....	3
Obstructing sidewalk	219
Obstructing street	109
Obstructing traffic	30
Selling in restricted streets.....	445
Standing over 30 minutes in one place.....	127
Standing within space of 10 feet of each other.....	92
Standing at curb.....	2,013
Standing on wrong side of street.....	22
Disorderly conduct	12
Storekeepers' complaints	79
Violation of Park ordinance.....	36
Violation of Sanitary Code.....	460
Violation of Sunday Law.....	90
Total	5,124

TABLE 30 (Continued).
ARRESTS OF PUSH-CART PEDDLERS, 1904.
Manhattan.

Charge.	Precincts.	Number of Arrests.	Number Discharged.	Number Fined.							
				\$1.00	\$2.00	\$3.00	\$4.00	\$5.00	\$10.00	*	†
Having no License.....	1	34	3	9	20	1	..	..	1	..	..
“.....	2	9	3	..	4	2	..	..	..	..	..
“.....	3	331	20	93	218	..	..	..	..	..	..
“.....	5	56	8	6	41	1	..	..	..	..	..
“.....	6	11	3	2	6	..	..	..	..	..	..
“.....	7	83	7	9	67	..	..	..	..	..	..
“.....	8	12	1	3	5	..	..	1	2	..	..
“.....	9	6	..	..	6	..	..	..	..	..	..
“.....	10	54	3	4	46	1	..	..	..	..	..
“.....	11	72	13	18	41	..	..	..	..	..	..
“.....	12	62	6	13	29	12	..	2	..	..	..
“.....	13	19	2	..	17	..	..	..	..	..	..
“.....	14	20	2	..	18	..	..	..	..	..	..
“.....	15	25	4	1	19	..	..	..	1	..	..
“.....	16	115	49	6	53	5	..	..	2	..	..
“.....	17	2	..	..	2	..	..	..	..	..	..
“.....	18	47	10	3	30	..	..	..	4	..	..
“.....	19	83	3	5	67	8	..	..	..	..	..
“.....	21	3	..	..	3	..	..	..	..	..	..
“.....	22	9	4	..	4	..	..	..	1	..	..
“.....	24	37	2	2	16	8	..	9	..	..	..
“.....	25	16	2	2	10	2	..	..	..	..	..
“.....	26	7	..	..	7	..	..	..	..	..	..
“.....	28	2	..	..	2	..	..	..	..	..	..
“.....	29	62	11	9	33	9	..	..	..	..	..
“.....	30	23	2	7	13	1	..	..	..	..	..
“.....	31	7	2	3	2	..	..	..	..	..	..
“.....	32	69	10	3	36	17	..	3	..	..	..
“.....	33	4	..	..	..	4	..	..	..	..	..
Totals.....	..	1,280	170	198	815	71	..	15	11	..	..

* Denotes “Two (2) months in City Prison.”

† Denotes “Sent to the Society for the Prevention of Cruelty to Children.”

TABLE 30 (Continued).
ARRESTS OF PUSH-CART PEDDLERS, 1904.
Manhattan.

Charge.	Precincts.	Number of Arrests.	Number Discharged.	Number Fined.							
				\$1.00	\$2.00	\$3.00	\$4.00	\$5.00	\$10.00	*	†
Having no Name or Number on } Cart.....	3	1	..	..	1	..	..	..	..	..	..
Not having Copy of Ordinance } Exposed.....	1	5	5	..	..	..	..	..	..	..	..
Obstructing Crosswalk.....	1	71	14	20	34	1	..	1	..	..	..
“.....	2	2	..	..	2	..	..	..	..	..	..
“.....	3	3	..	..	3	..	..	..	..	..	..
“.....	23	1	1	..	..	..	..	..	..	..	..
“.....	30	24	4	4	15	..	..	1	..	..	..
Totals.....	..	101	19	24	54	1	..	2	..	..	..
Obstructing fire hydrants.....	3	3	..	..	..	..	..	3	..	..	..
Obstructing sidewalk.....	5	196	22	50	122	1	..	1	..	..	..
“.....	8	4	3	..	1	..	..	..	..	..	..
“.....	14	6	..	1	2	3	..	..	..	..	..
“.....	19	2	..	..	1	1	..	..	..	..	..
“.....	28	3	1	..	2	..	..	..	..	..	..
“.....	29	7	5	1	..	..	..	..	..	1	..
“.....	30	1	..	..	..	..	..	1	..	..	..
Totals.....	..	219	31	52	128	5	..	2	..	1	..
Obstructing street.....	2	74	15	..	41	18	..	..	..	..	..
“.....	22	4	4	..	..	..	..	..	..	..	..
“.....	29	31	10	3	18	..	..	..	..	..	..
Totals.....	..	109	29	3	59	18	..	..	..	..	..
Obstructing traffic.....	3	25	..	..	10	9	..	6	..	..	..
“.....	33	5	..	5	..	..	..	..	..	..	..
Totals.....	..	30	..	5	10	9	..	6	..	..	..

* Denotes "Two (2) months in City Prison."

† Denotes "Sent to the Society for the Prevention of Cruelty to Children."

TABLE 30 (Continued).

ARRESTS OF PUSH-CART PEDDLERS, 1904.

Manhattan.

Charge.	Precincts.	Number of Arrests.	Number Discharged.	Number Fined.							
				\$1.00	\$2.00	\$3.00	\$4.00	\$5.00	\$10.00	*	†
Selling in restricted streets.....	1	69	23	19	26	1	..	..	..	..	..
“ “	5	376	55	89	231	1	..	..	..	..	..
Totals .....	..	445	78	108	257	2	..	..	..	..	..
Standing over 30 minutes in one place.....	1	9	..	3	6	..	..	..	..	..	..
Standing over 30 minutes in one place.....	18	36	12	12	11	1	..	..	..	..	..
Standing over 30 minutes in one place.....	19	23	2	..	19	2	..	..	..	..	..
Standing over 30 minutes in one place.....	21	8	..	..	8	..	..	..	..	..	..
Standing over 30 minutes in one place.....	25	4	..	..	4	..	..	..	..	..	..
Standing over 30 minutes in one place.....	30	2	..	..	2	..	..	..	..	..	..
Standing over 30 minutes in one place.....	31	29	3	12	8	4	..	2	..	..	..
Standing over 30 minutes in one place.....	32	16	5	1	9	1	..	..	..	..	..
Totals .....	..	127	22	28	67	8	..	2	..	..	..
Standing within a space of 10 feet of each other.....	1	75	16	32	26	1	..	..	..	..	..
Standing within a space of 10 feet of each other.....	2	16	4	..	6	6	..	..	..	..	..
Standing within a space of 10 feet of each other.....	30	1	1	..	..	..	..	..	..	..	..
Totals.....	..	92	21	32	32	7	..	..	..	..	..
Standing at curb	1	94	20	25	43	4	..	..	2	..	..
“	2	6	..	..	5	1	..	..	..	..	..
“	3	41	3	14	24	..	..	..	..	..	..
“	6	26	11	5	9	1	..	..	..	..	..
“	7	158	38	40	71	9	..	..	..	..	..
“	8	34	9	14	11	..	..	..	..	..	..
“	9	9	..	..	9	..	..	..	..	..	..
“	10	107	7	13	83	3	..	1	..	..	..

* Denotes "Two (2) months in City Prison."

† Denotes "Sent to the Society for the Prevention of Cruelty to Children."

TABLE 30. (Continued).
ARRESTS OF PUSH-CART PEDDLERS, 1904.
Manhattan.

Charge.	Precincts.	Number of Arrests.	Number Discharged.	Number Fined.							
				\$1.00	\$2.00	\$3.00	\$4.00	\$5.00	\$10.00	*	†
Standing at curb	11	55	10	11	34	..	..	..	..	..	..
“	12	142	34	10	78	20	..	..	..	..	..
“	13	25	8	5	12	..	..	..	..	..	..
“	15	36	6	3	27	..	..	..	..	..	..
“	16	111	9	7	86	9	..	..	..	..	..
“	17	10	..	..	9	1	..	..	..	..	..
“	18	36	..	5	28	3	..	..	..	..	..
“	19	665	87	89	464	18	..	6	..	..	1
“	20	9	..	..	9	..	..	..	..	..	..
“	22	3	..	1	1	..	..	1	..	..	..
“	24	151	27	5	104	11	..	4	..	..	..
“	25	92	12	4	67	9	..	..	..	..	..
“	26	46	6	8	32	..	..	..	..	..	..
“	27	8	..	2	2	..	..	4	..	..	..
“	28	2	..	..	2	..	..	..	..	..	..
“	29	42	10	8	22	2	..	..	..	..	..
“	30	5	2	2	1	..	..	..	..	..	..
“	31	16	7	5	3	1	..	..	..	..	..
“	32	84	14	20	34	14	..	2	..	..	..
Totals.....	..	2,013	320	296	1,270	106	..	18	2	..	1
Standing on wrong side of street ..	14	11	2	..	9	..	..	..	..	..	..
“ ..	30	11	4	..	7	..	..	..	..	..	..
Totals.....	..	22	6	..	16	..	..	..	..	..	..
Disorderly conduct.....	5	2	..	..	2	..	..	..	..	..	..
“	22	2	1	..	..	..	..	1	..	..	..
“	30	1	..	..	..	..	..	1	..	..	..
“	33	7	..	5	..	2	..	..	..	..	..
Totals.....	..	12	1	5	2	2	..	1	1	..	..

* Denotes “Two (2) months in City Prison.”

† Denotes “Sent to the Society for the Prevention of Cruelty to Children.”

TABLE 30 (Continued).
ARRESTS OF PUSH-CART PEDDLERS, 1904.
Manhattan.

Charge.	Precincts.	Number of Arrests.	Number Discharged.	Number Fined.							
				\$1.00	\$2.00	\$3.00	\$4.00	\$5.00	\$10.00	*	†
Storekeepers' complaints.....	1	5	..	..	4	..	..	1	..	..	..
“	2	4	2	..	1	1	..	..	..	..	..
“	6	3	2	1	..	..	..	..	..	..	..
“	7	2	2	..	..	..	..	..	..	..	..
“	11	7	1	2	4	..	..	..	..	..	..
“	12	15	1	..	7	..	..	7	..	..	..
“	13	2	2	..	..	..	..	..	..	..	..
“	14	5	2	..	3	..	..	..	..	..	..
“	15	2	..	..	1	1	..	..	..	..	..
“	16	21	17	2	1	..	..	1	..	..	..
“	19	8	2	1	5	..	..	..	..	..	..
“	20	1	..	..	..	..	..	1	..	..	..
“	22	3	1	..	1	1	..	..	..	..	..
“	29	1	..	..	..	1	..	..	..	..	..
Totals.....	..	79	32	6	27	4	..	10	..	..	..
Violation of Park Ordinance.	22	27	6	1	18	1	..	1	..	..	..
“ “	26	9	..	..	9	..	..	..	..	..	..
Totals .....	..	36	6	1	27	1	..	1	..	..	..
Violation of Sanitary Code.....	7	6	..	..	5	..	..	1	..	..	..
“ “	25	7	..	1	6	..	..	..	..	..	..
“ “	‡ H.D.	447	15	147	136	88	2	56	3	..	..
Totals.....	..	460	15	148	147	88	2	57	3	..	..
Violation of Sunday Law.....	5	5	..	..	..	..	..	5	..	..	..
“ “	6	31	9	4	18	..	..	..	..	..	..
“ “	7	7	1	4	2	..	..	..	..	..	..
“ “	12	47	19	8	20	..	..	..	..	..	..
Totals.....	..	90	29	16	40	..	..	5	..	..	..

* Denotes “Two (2) months in City Prison.”

† Denotes “Sent to the Society for the Prevention of Cruelty to Children.”

‡ H. D.—Health Department Squad.

APPENDIX VI.

COMPILATION OF EXISTING ORDINANCES,
1905.

APPENDIX VI.

 COMPILATION OF EXISTING ORDINANCES RELATING TO STREET PEDDLING, 1905.
Article XIII.—Peddlers, Hawkers, Venders and Hucksters.

§516. The Mayor of The City of New York may, subject to the restrictions hereinafter mentioned, grant a license to any peddler, hawker, vender or huckster of any kind of merchandise using a horse and wagon, hand-cart, push-cart or other vehicle, for the use of streets of this city, excepting such as are specially restricted by ordinance (sec. 1 of Ord. Appd. Dec. 7, 1896).

§517. All applicants for such license shall produce satisfactory evidence to the Mayor of his or her good moral character; that they are citizens of the United States and residents of the State of New York one year; or, if not citizens for no fault of their own, they must certify to the following facts: That their period of residence in this country has not been a sufficient length of time to become such; and if not able, in consequence, to secure naturalization papers, they must at least show that they have "declared their intention." Anyone who cannot present satisfactory evidence as above required shall not be granted a license; and anyone who, on presentation of "first papers," and otherwise complying with all requirements, obtains a license, shall at the proper time give evidence of full citizenship, otherwise such license shall become null and void (sec. 2 of Id.).

§518. The license fee shall be as follows: To fish dealers, \$25, but any fish dealer shall also have the right to vend other merchandise; to all venders plying their trade with horse and wagon, \$25; and all others contemplated by this act, using a push-cart, hand-cart or other vehicle of light character, \$15; venders of merchandise, carrying upon their person a basket, tray or other receptacle for their goods, shall pay \$5; and the license granted shall be in force and effect for one year only, unless revoked. Applications for new licenses under the same conditions as originally granted may be made annually. No one person shall be granted more than one license per year, except venders with horses and wagons (sec. 3 of Id.).

§519. Application for licenses shall be made on a blank form, specially prepared by the Clerk of the Common Council, after a letter of authorization for such application shall have been signed by the Alderman of the district in which said applicant resides, and which

shall set forth the full name of applicant, place of residence, length of time resident in this State, if a citizen of the United States, and if not a citizen, whether application has been made for first papers and the same obtained, whether license for the same privilege has been previously obtained, and if so, where and for what period, and such other data or information as the Mayor may desire. All must be certified to under oath (sec. 4 of Id.).

§520. The Mayor shall have power to grant licenses, subject to the conditions contained in section 4 (sec. 5 of Id.).

§521. No license under this ordinance shall be transferable. The provisions of this ordinance shall not apply to venders of newspapers who carry the same on their persons (sec. 6 of Id.).

§522. Each person securing a license or permit under the terms of this ordinance shall at the same time be furnished with a copy of said ordinance by the Mayor's Marshal (sec. 7 of Id.).

§523. The Mayor shall furnish each licensee with tin signs, duly and conspicuously numbered, bearing the words "Merchandise No.....," and a metal badge containing the same wording. The number of the license, the signs and the badge must correspond. The signs must be attached to the sides of the wagon, cart or vehicle, where they can be readily seen, near the front thereof, and the badge must be worn on the left breast of the outer garment of the licensee at all times when conducting his or her business on the public streets (sec. 8 of Id.).

§524. Anyone using either the sign or badge, as referred to in the preceding section, without authority, shall be punishable, upon conviction, of a fine of not more than twenty-five dollars or a fine and imprisonment of not less than one, nor more than ten days. No license shall be renewed until the license, badge and signs theretofore issued to the applicant shall be surrendered to the Mayor's Marshal or satisfactory reasons given for a failure so to do. In the event of the loss or destruction of any badge, sign or license duplicates thereof may be issued to the Mayor's Marshal upon the payment of the cost therefor (sec. 9 of Id.).

§525. No licensed peddler, vender, hawker or huckster shall permit any cart, wagon or vehicle, owned or controlled by him or her, to stop, remain upon or otherwise encumber any street, avenue or highway for a longer period than thirty minutes at one time on any one block. Nor shall any such peddler, vender, hawker or huckster stand in front of any premises, the owner of or the lessee of the ground floor thereof objecting thereto. At the expiration of the thirty minutes afore-

said any vender, with or without a basket, cart, wagon or vehicle, must be removed to a point at least one block distant (sec. 10 of Id.).

§526. No licensed peddler, vender, hawker or huckster shall permit his or her cart, wagon or vehicle to stand on any street, avenue or highway within twenty-five feet of any corner of the curb, nor within ten feet of any other peddler, vender, hawker or huckster (sec. 11 of Id.).

§527. No licensed peddler, vender, hawker or huckster shall use any part of a sidewalk or crosswalk for conducting his or her business, and shall not cast or throw any thing or article of any kind or character upon the street, nor interfere with or prevent in any degree the Street Cleaning Department from sweeping or cleaning, or from gathering street sweepings, etc., from the streets or avenues (sec. 12 of Id.).

§528. No licensed peddler, vender, hawker or huckster shall blow upon or use or suffer or permit to be blown upon or used any horn or other instrument for the purpose of giving notice of the approach of any cart, wagon or vehicle, in order to sell thereout any article of merchandise (sec. 13 of Id.; see ord. app. Aug. 17, 1897).

§529. No licensed peddler, vender, hawker or huckster shall cry or sell his or her wares or merchandise on Sunday, nor after 9 o'clock P. M., nor cry his or her wares before 8 o'clock in the morning of any day except Saturdays, when they shall be allowed to cry or sell their wares or merchandise until 11.30 o'clock P. M. None of the provisions of this section shall be construed as regulating the crying or hawking of newspapers in the territory comprised within the present City of New York (sec. 14 of Id., as amended May 17, 1898; see ord. appd. Aug. 17, 1897).

§530. No licensed peddler, vender, hawker or huckster shall be allowed to cry his or her wares within two hundred and fifty feet of any school, court-house, church or hospital between the hours of 8 o'clock A. M. and 4 o'clock P. M. on school days; or stop or remain in Nassau street, between Spruce and Wall streets; or in Chambers street, between Broadway and Centre street; or in Fulton street, between Broadway and Pearl street; or in Avenue A, between Houston and Seventh streets; Park row, from New Chambers to Ann street; Centre street, from New Chambers street to Park row; and Nassau street, from Park row to Ann street; from 8 o'clock A. M. to 6 o'clock P. M. (sec. 15 of Id., as amended December 21, 1897; May 16, 1899; July 10, December 18, 1900; see Ord. appd. August 17, 1897).

§531. All licensed peddlers, venders, hawkers or hucksters who shall locate on any street, or avenue under the provisions of this ordinance with intention to remain thirty minutes or part thereof, shall use the east and north sides of streets and avenues up to noon, and

the west and south sides after noon of any day so using them. This section shall not apply to such venders who are moving along the streets, avenues or highways, without intention to locate at any one point, for thirty minutes, or who may be called on by the resident of any building for the purpose of making a purchase (sec. 16 of Id.).

§532. The violation of any of the foregoing provisions of this ordinance, or any part thereof, shall be deemed a misdemeanor, and the offenders shall, upon conviction, be fined or imprisoned, or both, as provided by section 85 of the New York City Consolidation Act of 1882 (sec. 17 of Id.).

§533. No peddler, hawker, vender or huckster of any kind of merchandise shall conduct or carry on in the City of New York any business as such peddler, hawker, vender or huckster until he or she shall have first obtained a license in compliance with the provisions of this ordinance. Any person violating the provisions of this section shall be punished upon conviction by a fine of not more than twenty-five dollars, or in default of payment of such fine, by imprisonment of not less than one or more than ten days (sec. 18 of Id.).

§534. Sections 54, 55, 56, 57 and 58 of article V., chapter 8, of the Revised Ordinances of 1880, as amended by ordinance adopted December 19, 1882, approved December 30, 1882, by ordinance adopted January 30, 1883, approved February 1, 1883, and by ordinance adopted March 27, 1883, approved April 9, 1883, are hereby repealed (sec. 19 of Id.).

§535. All ordinances, or parts of ordinances, inconsistent with this ordinance, or in conflict therewith, are hereby repealed (sec. 20 of Id.).

§536. No turkeys or chickens shall be offered for sale in the city unless the crops of such turkeys and chickens are free from food or other substances and shrunk close to their bodies. That all fowls exposed for sale in violation of this ordinance shall be seized and condemned; such of them as shall be tainted shall, upon examination, be destroyed and the rest which is fit for food shall be used in the public institutions of the city (sec. 1 of Ord. appd. April 13, 1882).

§537. Every person exposing for sale any chicken or turkey in contravention of this ordinance shall be liable to a penalty of five dollars for each chicken or turkey so exposed for sale (sec. 2 of Id.).

§538. The sale or disposal (to minors) of toy or other pistols that can be loaded with powder and ball or blank cartridge to be exploded by means of metal caps, is hereby prohibited, under penalty of a fine of ten dollars for each offense, said fine to be imposed by any police justice of this city, upon the arrest of any offender, after due proof of a violation of this ordinance. Nothing herein contained shall apply to

the sale or disposal of what are known as fire cracker pistols, torpedo pistols, or such pistols as are used for the explosion of paper caps (Ord. appd. June 28, 1883).

§539. Each and every peddler or hawker of clotheslines in The City of New York, and each and every individual engaged in putting up and affixing clothesline connections to poles, fences, houses or other property, or taking down the same, shall be regularly licensed by the Mayor, upon proof of good moral character, and for such license shall pay a fee of two dollars into the City treasury, which license shall be valid for one year from the date thereof, and each and every peddler or hawker so licensed shall not enter any house or premises without the permission of either the owner, lessee or occupant of such house or premises, and shall abstain and refrain from all shouting and crying out of his wares and occupation in back yards of residences, under a penalty of a revocation of his license, and upon arrest and conviction a fine not exceeding ten dollars shall be imposed for each and every such offense (Ord. appd. May 5, 1892, as amd. by Ord. passed May 28, 1892).

Peddlers.

§35. Any person hawking, peddling, vending or selling merchandise in the streets of the City of New York shall be deemed to be a peddler, and shall be classified as follows: A peddler using a horse and wagon; a peddler using a push-cart and a peddler carrying merchandise in business; but the selling of newspapers or periodicals in the street is not hereby regulated in any way.

§36. Any vehicle used in peddling shall show on each outside thereof the words "Licensed Peddler," together with the figures of its official number, and any peddler duly licensed to use a horse and wagon may employ two persons and no more to assist in selling and delivering the wares, but such person shall so act only while accompanying a licensed peddler.

Any person owning or operating a farm in The City of New York and selling in the streets of said city produce raised on such farm shall not be deemed a peddler within the meaning of this ordinance. Any such person may make application to the Bureau of Licenses, upon affidavit setting forth sufficient facts to entitle him to this exemption, and thereupon shall receive a certificate thereof.

APPENDIX VII.

TESTIMONY TAKEN AT THE PUBLIC HEARING,
APRIL 13, 1905.

APPENDIX VII.

TESTIMONY TAKEN AT THE PUBLIC HEARING, APRIL 13, 1905.

PROCEEDINGS OF THE COMMISSION APPOINTED BY THE MAYOR OF THE CITY OF NEW YORK, TO CONSIDER THE SUBJECT OF PEDDLERS' LICENSES, PARTICULARLY IN ITS CONNECTION WITH THE "PUSH-CART PROBLEM."

PUBLIC HEARING.

MAYOR'S OFFICE, CITY HALL, NEW YORK, }
 April 13, 1905, at 2.30 P. M. }

The Commissioners met at the office of the Mayor at 2.30 P. M., this day, pursuant to notice which adjourned the meeting time from Friday, March 31, 1905, at 3 P. M.

The following Commissioners were present:

Police Commissioner WILLIAM McADOO (Chairman),
 Commissioner JOHN McGAW WOODBURY,
 Health Commissioner DARLINGTON,
 Miss LILLIAN WALD,
 Mr. A. A. HILL, Secretary;
 Reverend BERNARDINO POLIZZO,
 Reverend GUSTAV CARSTENSEN,
 Mr. LAWRENCE VEILLER
 Mr. GREGORY WEINSTEIN.

The CHAIRMAN—Now, I take it that most of you present are interested on the push-cart side of this question, and that you individually belong to the Associations or have interests in common with the peddlers and push-cart men. So, I want to say at the outset that this Commission was appointed by The Mayor not to deal with this large question in any revolutionary way, and certainly in no unjust or unfair spirit.

There are two or three phases of the question which concern the general public. Those who live outside of the districts affected are concerned more with the traffic view than any other. I mean to say, that people who live outside of the district, the congested district where

there are more push-carts than anywhere else, their personal interest is in the question of freedom of the streets for cars and vehicles, as well as pedestrians. With them, it is the traffic question.

With the people who live and do business in the immediate vicinity of these congested districts there is the "business" question: How far do the push-cart men and peddlers interfere with the storekeepers; and the second and larger question is the question of the public health. Are the wares sold wholesome, and is the public health injuriously or otherwise affected by the sale of these articles. Then, there is the still broader question which we must consider, and that is the social one, or the economic one.

Attention was first attracted to this subject because of the large number engaged in this business. There are practically nine thousand licenses (9,000) and each license is supposed to represent, and in my judgment should represent one man, and one man alone. There are nine thousand persons making a living with these carts. According to statistics, in the case of a married man that represents an average of five other persons; and therefore, we have to consider in dealing with this subject the social feature of these nine thousand license holders and those dependent upon them.

That phase, of itself, it seems to me, would be a check upon any revolutionary or hasty action, in asking for any new law or ordinance in regard to this question.

Now, I should say that the nationalities of those engaged in the push-cart industry appears to be—considering it in numerical order—first, the Hebrews, then the Italians and then the Greeks. The Hebrew push-cart men have an organization; I do not know whether the Italians have one or not—I am now informed that they have; and the Greek Consul is here to be heard in behalf of his countrymen, I am told. So, I suggest that you select on behalf of each of these three different nationalities, or groups, certain spokesmen—one, two or probably three in number—probably two would be better—who can speak authoritatively. After you have chosen them, we will be glad to hear from you.

MR. SIGMUND SCHWARTZ—Mr. Chairman!

THE CHAIRMAN—Mr. Schwartz.

MR. SCHWARTZ—Gentlemen and members of the Commission, I am the representative of the United Citizens' Peddlers' Association of Greater New York, and we would say that we have no suggestions to make to the Commissioners. You are best fitted to prepare rules. There is one suggestion we would make, and that is to ask for markets,

three markets, which could be built by the City, one at the upper end of town, the other at the East Side, and the other on the West Side. Those would be public markets, and then have the push-carts in those markets, and charge each man so much a month, which should cover the expense to the City for the property it would buy.

Wherever we go now, we feel the hand of the law. If we leave one street and go to another we are hounded out of that. Our men have been pounded and arrested, and there has been much suffering. Our only suggestion is that the City buy property, build markets and charge each man so much for the space he occupies. We think that is the best way.

Take a place like Hester street. You see there a great many schools, and in order to do justice to these people you do injustice to the children, and in order to do justice to the children, you do injustice to the people. There are many other places where the streets are small and the number of people is large; and the only way to do is to make public markets; and until such time as they are built, certain streets could be picked out, where there is not too much traffic, and where the push-carts can stand until the markets are built.

The CHAIRMAN—Let me ask you this question: It has been stated here and on the outside, that some men have a number of licenses; that one man will control five, ten, fifty or probably more, so that the man with the cart has but the use of the cart and the license. What about that?

Mr. SCHWARTZ—I will explain that. Years ago when a man wanted to get a license he went there to the Bureau and got it, and he was in the business for a few weeks—probably during a strike in his line of trade—he would get a license for four dollars, and then when the strike was over and he went back to his former business, he would sell the license. Then there were some of the fellows who “came over” who wanted to get licenses, and could not get a license, so they would buy these from these other fellows.

Now a fellow who wants a license must make an application. We want to see it so that no man shall be entitled or allowed to have more than one license. And he should only have a paper, and not a badge. Badges should not be given. The number should be on the push-cart, and he should have a paper. Then in these markets when they are built, there should be a market policeman located there, and he should make them show the license.

The CHAIRMAN—The charge definitely is this: That one man, for instance, will have fifty carts, or ten, or as many as you may say—but

quite a number. He will get fifty men to come down here and ask for licenses for those carts, giving them the money. They, in reality, do not own the license, or the cart, and they only work for this other man.

Mr. SCHWARTZ—That is right. A man goes down and pays ten cents a day for the use of a cart; before the holidays they pay twenty-five cents a day. Some of them have been given licenses. They are not so many now. There were five or six hundred on the East Side; but now if a fellow goes to change his license papers he must have his citizenship papers with him. If he did not have the papers his license would be taken away from him. It was not that way before.

The CHAIRMAN—In other words, they send a man down with citizenship papers?

Mr. SCHWARTZ—Yes, sir; but that man might not work on the cart then. He might have gone to Philadelphia.

Mr. WEINSTEIN—Suppose, one man had only one license; how many would that reduce the number?

Mr. SCHWARTZ—It would reduce it by thirty-five per cent.

Father POLIZZO—And are you willing that each man should have his own cart?

Mr. SCHWARTZ—Positively. A cart costs only ten dollars, and he pays twenty dollars a year in hiring a cart.

Father POLIZZO—And it would be a hardship on you people?

Mr. SCHWARTZ—No; it would be better for each man to have his own.

Miss WALD—Mr. Chairman, may I ask a question?

The CHAIRMAN—Certainly, Miss Wald.

Miss WALD—Your suggestion was for a future market; what is your immediate suggestion?

Mr. SCHWARTZ—To give some certain streets which are not narrow or overcrowded, in which they can remain until the markets are built. That, madam, is my suggestion.

The CHAIRMAN—Do you agree that we can have push-carts and street-car lines on the same streets?

Mr. SCHWARTZ—No, we cannot. Take Hester street, there are four schools there and a park.

The CHAIRMAN—And you know that Grand street has a car-line?

Mr. SCHWARTZ—Yes, sir; but it helps property in many streets. Property on Orchard street has gone up.

The CHAIRMAN—You think the push-carts standing in a street increase the value of the property?

Mr. SCHWARTZ—Yes, sir.

The CHAIRMAN—What streets are worst?

Mr. SCHWARTZ—Hester street, Orchard, Ridge—Grand is not, there are only push-carts there—no store-keepers have push-carts there.

Mr. VEILLER—Do you know how much a push-cart man earns?

Mr. SCHWARTZ—I have been a peddler for twenty years; and I know I have made twenty dollars a week, and I know some who make only two or three dollars, or four dollars, and get arrested then.

Mr. VEILLER—What is it on the average?

Mr. SCHWARTZ—Fifteen, twenty, eighteen.

The CHAIRMAN—Have you a double line of carts in Rivington street?

Mr. SCHWARTZ—Only one, on account of the automobiles; and Inspector Schmittberger recommended only one line there.

The CHAIRMAN—Have you push-carts in front of the public school there?

Mr. SCHWARTZ—Only one, and that is not in front of the school.

The CHAIRMAN—What would you think of a rule not to permit them to stand on streets where there is a car-line or a church, or a synagogue or a public school?

Mr. SCHWARTZ—Then there would be no push-carts on the East Side. The only way we can think of, Mr. Commissioner, is the way we ask you to have a public market. That would settle the whole question.

The CHAIRMAN—How does the fish market work?

Mr. SCHWARTZ—That is sold only one day in the week.

Mr. CARSTENSEN—How many markets would you want?

Mr. SCHWARTZ—Three.

Miss WALD—You say the average earnings of the push-cart worker are fifteen dollars, eighteen dollars or twenty dollars a week. Do you include the vegetable men too?

Mr. SCHWARTZ—Yes, Madam. Sometimes they get twenty, sometimes ten, or even five or six sometimes.

Miss WALD—Do you guess at that?

Mr. SCHWARTZ—No; I have been in that business fifteen to twenty years.

The CHAIRMAN—Mr. Schwartz, does the peddler sell cheaper than the storekeeper?

Mr. SCHWARTZ—The peddler sells cheaper. He does not pay a cent of rent, but the people who go to these carts could not go into a store and get one cent's worth of stuff; but they go to a market and come home with a whole basket of stuff for fifty cents. A push-cart man gets his goods at wholesale and he sells more than a storekeeper; in a day he sells more than a storekeeper in a week.

The CHAIRMAN—What about the goods offered for sale—is the merchandise and food sound and wholesome?

Mr. SCHWARTZ—Well, they have apples, grapes, pears and all kinds of fruit. You will find good fruit on the push-carts that you cannot get in the best stores.

Mr. WEINSTEIN—Isn't it a fact that they ask the highest prices possible on the push-carts?

Mr. SCHWARTZ—Yes, sir. If we ask a woman half a dollar, she gives you fifteen cents; and if you ask fifteen cents, she gives you three.

Mr. HILL—You say the push-cart men do not pay rent. Does he pay something, not rent, for the privilege of standing in front of certain places?

Mr. SCHWARTZ—Yes, sir.

Mr. HILL—How much do they pay?

Mr. SCHWARTZ—Sometimes ten dollars, or twelve or fifteen dollars a month. They ask a man, "Will you let me stand in front of your place during the holidays?" and he says, "Well, you know I have to pay rent here, I cannot do that for nothing." He says, "Give me \$25 and I do it."

The CHAIRMAN—Those who pay rent are not touched by the police?

Mr. SCHWARTZ—No. A fellow complained that he wanted a push-cart man put away from his place. I went to the Captain and said, "If this man complains about this peddler standing there and makes him go away, don't let anybody else go there. If he wants the front of his premises kept clear, he cannot put any other cart there." That man went around to the station-house and the Captain told him that and so he left this fellow alone.

Father POLIZZO—I would like to know, Mr. Schwartz, if you think three markets in The City of New York would be plenty?

Mr. SCHWARTZ—Yes, sir.

Father POLIZZO—How far would the people go to the push-carts then?

Mr. SCHWARTZ—As far as fifteen blocks, I should say, to the markets.

Father POLIZZO—Suppose we have one at the Bridge where it is now, and another, where?

Mr. SCHWARTZ—At Hester street, Ludlow street, or somewhere.

Father POLIZZO—And the third would be where?

Mr. SCHWARTZ—Farther down on the east side.

Father POLIZZO—What about the west side people?

Mr. SCHWARTZ—There would be none; up there there are only fifty or seventy-five. The second market should be right at Hester street,

Essex street, Ludlow. The third should be between Mulberry and Mott, Canal and Hester.

Father POLIZZO—Do you know we have four hundred peddlers on the west side, between Wooster and Houston streets?

Mr. SCHWARTZ—Yes, sir; may be you have.

Father POLIZZO—Don't you think there should be a market there?

Mr. SCHWARTZ—Yes; build first one, two or three, and then the others can come later.

Father POLIZZO—But we must try and supply everybody. Should this Commission decide to have markets, we should have more than three or four.

Mr. SCHWARTZ—That is for your own judgment. The markets should be three stories; downstairs for vegetables and fruits; the first floor for notions and dry-goods, and the push-carts not up there; and on Sunday it should be closed up.

The CHAIRMAN—Have you the Williamsburg and Brooklyn people under your association?

Mr. SCHWARTZ—Yes, sir; it is a branch.

The CHAIRMAN—You have a great many over there?

Mr. SCHWARTZ—Yes, sir; two hundred and fifty or three hundred.

The CHAIRMAN—That is the Williamsburg section?

Mr. SCHWARTZ—Yes, sir.

The CHAIRMAN—Since the new bridge was opened they operate there quite extensively?

Mr. SCHWARTZ—Yes, sir.

The CHAIRMAN—Do some of them go to Williamsburg at times, and then come over to New York at other times?

Mr. SCHWARTZ—No. Sometimes on Saturday he might do that; one day in the week.

Mr. VEILLER—How many branches have you?

Mr. SCHWARTZ—Four for the Jews, one for the Italians and one for the Greeks.

Mr. VEILLER—How many members have you in your organization?

Mr. SCHWARTZ—The way we have it on the books is three thousand.

Mr. VEILLER—When you say the market would be desirable—the three markets, does that represent the view of your organization as well as yourself?

Mr. SCHWARTZ—Yes, sir.

The CHAIRMAN—Who wants to be heard on behalf of the Hebrew push-cart peddlers?

Mr.—I represent the Hebrew Immigrants Aid Society, 33 Canal street. We are here to make a statement as to the pre-

requisites necessary to procure a license for people who have just landed. The rule now is, that a man must be a citizen before he can obtain a license. We would suggest, that giving the immigrant the right to land, we should not deprive him of the right to earn his livelihood. When the average immigrant lands here he is not intelligent enough to procure papers, and if you are going to deprive this immigrant of his only means of making a livelihood, you are making a pauper of him. We would suggest giving him a license until he is ready to take up something else.

The CHAIRMAN—That would make the license a school of citizenship.

Mr.—Ninety-five per cent. of them go to the push-carts until they are intelligent enough to get citizens papers; then they go out of the push-cart business.

Mr. VEILLER—Don't you think that would attract too many immigrants to it?

Mr.—The United States Government are the ones who pass upon his eligibility to land here.

Mr. VEILLER—Don't you think the City's first duty is to take care of those now here?

Mr.—They should take care of them. You are taking care of those here and you might as well take care of those coming.

Mr. VEILLER—We have now about nine thousand licenses; because we have nine thousand do you recommend that we have twenty thousand?

Mr.—No; but I do not think we should have laws passed to deprive them of their livelihood. That is their only means of making a livelihood. They cannot get citizen's papers as soon as they land.

Rev. GUSTAV CARSTENSEN—They are all sufficiently intelligent to declare their intentions; one of their fellow countrymen could tell them to do that as soon as they land.

Mr.—Is that sufficient? If a man is permitted to land he should be permitted to peddle, have the same privilege as the man with citizen's papers.

The CHAIRMAN—Do you think he would not come if he did not get that privilege?

Mr.—He is here, and we have to take care of him in some way.

The CHAIRMAN—The possibility is, he might not come.

Mr.—The Government has given him the right to land on the soil; it should not take away the right to a livelihood.

Mr. VEILLER—Does not the Government permit him to land only when there is satisfactory evidence that he can take care of himself;

or that he has relatives that can take care of him, or that he has some means of support?

Mr.—Yes, sir.

Mr. VEILLER—I fail then to see how he can come to be a charge on the community within a year. If he does become a charge on the community within a year, then it is the duty of the Government to send him back.

Mr.—He is here, and we should not pass any laws preventing him from earning his livelihood.

The CHAIRMAN—You do not ask that he be given an opportunity to gain a livelihood only; you ask that he be given special privileges—the use of our streets, etc.

Mr. HILL—Suppose the City were to wipe out the entire push-cart problem, or industry?

Miss WALD—Is not the point this: that if the privilege be accorded to anybody, that those comparatively most helpless are entitled to most consideration?

Mr.—That is my point. You are tolerating the push-cart peddlers now here; why not tolerate all who land?

Mr. VEILLER—Have you any figures showing the percentage of the number of men who land that go into the push-cart business?

Mr.—I think fully seventy-five per cent. of them.

Mr. VEILLER—Can you send us any figures to substantiate that?

The CHAIRMAN—His figures are evidently wide of the mark. It could not be seventy-five per cent. The total number of licenses issued is 9,000 and there are one million immigrants landing here annually.

Mr. VEILLER—The man must be a resident of the State for one year and he must take out his first papers.

The CHAIRMAN—Who is the next speaker wishing to be heard?

Mr. JACOB MAGIDOFF—Mr. Chairman and members of the Commission, I am the City Editor of the *Jewish Morning Journal*, and I represent the *Jewish Morning Journal* here to-day. This matter of only allowing licenses to be issued to citizens was brought to our attention by several peddlers who came to our office and complained that there was a proposition made that only citizens should get licenses, and that others should not get licenses; and the plea they made, was that, exactly, those immigrants who have just landed are most in need of this means of livelihood.

I am familiar with this question, and I want to contradict the gentleman who spoke before me. The point is, those gentlemen are not dependent on peddling only. That is a mistake. That is an erroneous

impression that seventy-five per cent. of the immigrants take to peddling. The fact is, that the number who arrive here is one hundred thousand a year, and we have but nine thousand peddlers. A great many immigrants upon first landing are unable at first to get work at their trades, simply because they do not speak the language of the country and do not know how to find positions; so they look for the easiest way to get something to do, and naturally they turn to peddling, which is not a skilled trade, and a man can start at it anywhere. So, for the first few weeks a good many go on the streets and peddle, but they do not remain at the business. As soon as they learn something of the City and their prospective trades, they return to their own vocations. Peddling with them is not a profession; they use it merely as a step-ladder.

You will find among the merchants of Broadway a great many who started with a push-cart and then opened a small store, and finally they became wholesale dry-goods merchants.

We who mingle with these people, know it is not such a nuisance; it is a means of support for many who are seemingly helpless at first. For this reason we claim it is unjust to deprive the immigrants of this means of maintaining themselves until they get into their profession.

The CHAIRMAN—The law now is, that the man must declare his intentions and be a year in the State. Have you any objection to that?

Mr. MAGIDOFF—I think you are wrong about the year in the State.

Mr. VEILLER—That has been the practice for a long, long time.

Mr. MAGIDOFF—Then it must have been evaded by many people. It is wrong, as it shuts off the opportunity for people who have recently landed from earning a living, and not becoming a public charge. They use this method of supporting themselves until they get acquainted with the City.

The CHAIRMAN—Then there are no veteran peddlers?

Mr. MAGIDOFF—Yes, sir; very few.

The CHAIRMAN—You say, peddling is a transient or temporary business with these men?

Mr. MAGIDOFF—Yes, sir. There are no more than two hundred old peddlers.

The CHAIRMAN—Your newly-landed immigrant must first have money to start, then get a cart and a license.

Mr. MAGIDOFF—The push-cart is loaned, or rather, hired.

Miss WALD—Do you believe there should be restrictions, or do you think the extent to which this push-cart business is carried on is a nuisance?

Mr. MAGIDOFF—It may be considered a nuisance, but I consider it a necessary evil.

Mr. VEILLER—Do you think it should be restricted?

Mr. MAGIDOFF—Unless it is for the benefit of the Street Cleaning Department I cannot see that they do any harm.

Mr. VEILLER—In case of fire, do you not think they are in the way of engines?

The CHAIRMAN—How would you get a fire-engine down Rivington street now?

Mr. MAGIDOFF—They keep along the sidewalk.

The CHAIRMAN—They are on the roadway, on the street. The cart is against the curb, and occupying the street. How would you get a fire-engine down Rivington street, when in addition to the usual business they have a special order covering the Jewish holidays, and extending to the 26th of this month?

Mr. MAGIDOFF—Perhaps those men are one hundred in number, probably one hundred to two hundred occupy those streets. This evil could be cured by the remedy proposed by the peddlers. Those streets are now practically markets.

The CHAIRMAN—You are the editor of a Jewish paper there?

Mr. MAGIDOFF—Yes, sir.

The CHAIRMAN—Are the peddlers popular on the East Side?

Mr. MAGIDOFF—Very popular. The fact is, a great many poor people of the East Side buy all their things, all they want of their necessities, from the push-carts, because it is much cheaper. And, considering that the East Side is full of poverty-stricken people, this depriving these people of the chance to buy from the push-carts, would raise their cost of living from two to three dollars more a week.

The CHAIRMAN—Leaving the East Side and taking the view of the citizens of New York would you place a limit to the number of push-carts?

Mr. MAGIDOFF—I do not see that the number of peddlers at present is so great that it should be limited. In Rivington street it could be limited and regulated.

The CHAIRMAN—We have nine thousand now. How many more would you say?

Mr. MAGIDOFF—That is not too much. They are scattered throughout the city.

The CHAIRMAN—Suppose there is an additional immigration from Russia this summer; probably the number would rise to one hundred thousand, if we did not place a limit on it somewhere, of the people we

would have to take care of according to you gentlemen. If we placed a limit on the number, making it, say, twelve thousand, the rest would have to take care of themselves.

Mr. MAGIDOFF—You can as well place the limit on the number of shoe-makers, tailors, and so on, as on the number of peddlers. No more will take it up than can make a living at it.

The CHAIRMAN—It is a question of street space and not whether they can make a living at it.

Mr. MAGIDOFF—But, I say this question is governed by the same law. When these people don't find the business profitable they will go to something else. It will regulate itself. Why should we believe that if we have no restrictive laws too many will flow in here?

The CHAIRMAN—Don't you think we should give some thought of the right of the public to go up and down the streets in the cars, and by other means?

Mr. MAGIDOFF—This question involves a few streets only.

Mr. WEINSTEIN—Don't the peddlers take up room which the children in the crowded tenement houses should have for exercise and play?

Mr. MAGIDOFF—Only in two or three places. There are nine thousand peddlers.

Mr. WEINSTEIN—Which do you think is the more important, the health of the children and their comfort, or the push-cart industry?

Mr. MAGIDOFF—A great many accidents occur in the streets because children play there.

Mr. WEINSTEIN—Isn't it so, because the driver has trouble dodging the push-carts? Don't you remember about five years ago when the streets there were asphalted and the children played and used to dance there on the street?

Mr. MAGIDOFF—Yes, sir.

The CHAIRMAN—Who else wishes to be heard?

Mr. J. H. DONOVAN—I do not know that I am out of order, Mr. Chairman, but in calling off the different nationalities you did not place the Americans in it at all.

The CHAIRMAN—Well, we will give him a show; he is entitled to something.

Mr. DONOVAN—I have listened with interest to the remarks of our two former friends, and I must say that I cannot agree with them. In the first place, the last speaker says, this is only a temporary occupation. I can name twenty men right here in this room now who have been twenty years in the push-cart business.

In regard to the market suggestion of Mr. Schwartz, let me say that I do not know about the East Side, as I peddle downtown and in that

neighborhood we have been getting a lot of chasing lately, and I cannot see where it comes in. We have a wide street——

The CHAIRMAN—Are you talking about Broad street?

Mr. DONOVAN—Yes, sir. There was objection to the lack of cleanliness of the street, so we offered to take care of the street and clean it.

The CHAIRMAN—Mr. Schwartz made the same offer. I objected to it.

Mr. DONOVAN—We deal in lunches; and you know there are thousands of messenger boys in that section, and they do not get large salaries. We cater to that trade exclusively.

The CHAIRMAN—How many carts are there in Broad street?

Mr. DONOVAN—About twenty.

The CHAIRMAN—How many in Beaver street?

Mr. DONOVAN—They are all in Beaver street now; they are not allowed in Broad street. They take more room in Beaver. In Broad street they are nearly out of the way of all traffic.

The CHAIRMAN—Here is what one complainant says: "If they were restricted to the foot of Broad street they would do nobody any harm, and we think, in time, if they were compelled to go there, their trade would follow them, as they are supported mostly by the boys who eat their products, which must certainly be very injurious, and the Board of Health should compel them to stop it."

Mr. DONOVAN—There are people who applied to the Board of Health to stop it before. The Board of Health came around every once in a while, and they got a man who had his can open.

The CHAIRMAN—You are now in Beaver street?

Mr. DONOVAN—Yes, sir.

The CHAIRMAN—Do you think you could meet the needs of the office boys there if you had a permanent sidewalk stand?

Mr. DONOVAN—Yes, sir; but where could I get it? I was in a cellar ten feet deep, and it cost me \$125 a month. In regard to push-carts, if only citizens had licenses it would be better. There are nine thousand licenses and I believe there are fifteen thousand push-carts. Have nobody but citizens entitled to a license.

Mr. CARSTENSEN—On what do you base your estimate that there are fifteen thousand push-carts on the street?

Mr. DONOVAN—I know one man with a license, and then eight men without a license, all working on that one license.

Mr. CARSTENSEN—Do you judge from the Broad street crowd only?

The CHAIRMAN—What nationalities have no licenses, the Americans?

Mr. DONOVAN—The Americans all have licenses.

The CHAIRMAN—You must get out of Beaver street, Mr. Donovan, as the complaints are so numerous there.

Mr. DONOVAN—We have to get out of any narrow street; but Broad street from Wall to Beaver is very wide.

The CHAIRMAN—Are there not a number of large and cheap eating-houses in that neighborhood, selling coffee, pie and milk?

Mr. DONOVAN—Only one.

The CHAIRMAN—Which one?

Mr. DONOVAN—Finn's, 52 Broad street. Nobody will go down to him. The only ones who go down to him are clerks who are ashamed to get their lunch at a push-cart.

The CHAIRMAN—Do all the messenger boys get their lunch from you?

Mr. DONOVAN—Yes, sir.

Mr. MURPHY—Mr. Chairman, I addressed a communication to you, in relation to this matter. I would like to have something to say about Broad street. I have had experience since 1880. I suggest, that the way to get out of all this is not to give licenses to anybody unless he is a voter, and identifies himself as such. There are 9,000 of these men in summer, and only four thousand of them in winter. Where are the other five thousand of them then? They insult us by taking their profit out of the country every winter. What are they doing on our streets, if they cannot spend the money here. Look at them in Greenwich street. What do they do in the fall? Why should we citizens and voters be driven from the streets by these foreigners? Down on Broad street I pay a man to clean the streets there, as Commissioner Woodbury knows. We are less in the way of pedestrians and vehicles than the curb-brokers. They sell and offer for sale stuff we would not handle—what might be called “Common Steal” their business is; some of these very complainants have their cheap-paid clerks out selling that stock on the street.

The CHAIRMAN—You think some of these complainants from Broad street are interested in the curb-market?

Mr. MURPHY—I would not like to say so directly, but I think some of them get their lunches from me, at any rate some of their clerks do.

Mr. CHAIRMAN—You have complaints from Broad street; why are we moved from there? There is plenty of room for engines and cabs. We have no interest in the market question. We were left out of that by the other speakers; they do not suggest a market for us; it is only for the foreign sections. They ask what they shall do with the immigrants that come over here. I say, let them go West and

build up the country, as my forefathers helped to build up New York. They are here only for a while to make what money they can out of the country. They would not shoulder a gun, except for the pay. You know that the statistics show that.

I propose that you do right by the voters. I want licenses issued to the voters; and I offer to assist Commissioner Woodbury and Dr. Darlington in any way I can.

The CHAIRMAN—Where are you now?

Mr. MURPHY—It is hard to say where I am. I go to one place and the officer comes along and says, "Get off of my post!" and we go across the street, and another man comes along and says, "Get off of my post!" So one day when two of them had said this to my brother, he said, "I have no air-vessel, I cannot go into the air." We have the license, but we cannot use it. All we ask is, that you do what is reasonable and fair. I have drawn up a set of rules which may be poorly worded, but in general they set forth our views on Broad street. The rules are as follows:

"To the Honorable Push-cart Commissioners:

SIRS—We, the undersigned lunch-peddlers in Broad street, respectfully request your Commission to look into our application for a stand for lunch business on Broad street and Exchange place, as said place has been a market for lunch for the last twenty-five years, and is, to our mind the only solution and proper place for the lunch-peddlers. The centre of the street is what we require.

As you are aware of the trials and struggles of the young generation to get along on small salaries, and owing to the high cost of living at the present time, you can therefore see that the lunch push-cart men are a public necessity. By granting this request we will keep said street in a state of cleanliness. Also, as you are aware, Broad street near Exchange place is very wide, and we would be out of the way of truck traffic.

Hoping that your Commission will give this request your usual kind consideration, we are,

Respectfully yours,

T. BYRNS,
THOMAS P. MURPHY,
E. GALLAGHER,
T. CUNNINGHAM,
R. MCCORMICK,
R. BROWN."

The American peddlers do not lend their citizen papers for others to get licenses on. I will get the names of a number of men who are willing to have their photograph on the license. When they make an application the officer when he looks it up takes that photograph and he sees if he is a citizen; and the police officer can then do his duty far better than he does now to the likes of me.

The CHAIRMAN—Did you say a while ago that it is the practice for them to get one license and when the officer comes along to inspect their licenses that they pass the same one on from one to another?

Mr. MURPHY—Those people are too smart for your Police Department. They have a school of training for all classes of them.

The CHAIRMAN—How is that, Mr. Schwartz?

Mr. MURPHY—Mr. Schwartz is with me in this matter of the photographs. The commuters use photographs on the suburban roads. Your police cannot do their duty fair, as the thing is so complicated. They see us on the street and they say, "Get out of here; get off my post." What are we then to do about it?

Let us have this cab-stand, and we will keep it clean; we now pay the same man that cleans for the curb-brokers.

The CHAIRMAN—This seems to be "Common Steel" against "Coffee," and I guess you sell better stuff than the brokers, don't you, Murphy?

Mr. MURPHY—On a barrel of lemonade I make two dollars, and I must sell six hundred glasses. You spoke, Mr. Commissioner, about a complaint from Beaver street. Are there any openings there by which we can get our old place back?

The CHAIRMAN—I am going down there myself, Murphy.

Mr. MURPHY—Can I hope for your approval on this photograph question—in reference to this having a man's picture on the license to help your men identify the licensed peddler?

The CHAIRMAN—We will consider it, Murphy. (Continuing)—We are informed that the Greek Consul-General wishes to make a few remarks in the interest of his fellow-countrymen.

Mr. D. N. BOTASSI (Consul-General of Greece in New York)—Mr. Chairman, I wish to say a few words on behalf of the Greek peddlers. There are seven thousand Greeks in New York, and out of that seven thousand, most of them are, as you know, the most peaceful citizens we have here. About one-third of them—perhaps two thousand—are fruit peddlers. They are very quiet; obey the laws and are entitled to a living. Most of them when they arrive, go to the City Hall and get their first papers of American citizenship.

Certainly they do crowd the streets to a certain extent. They sell fruit almost exclusively, and it is all American fruit that they sell. They do not send abroad and buy the fruits which they sell here: it is all American fruit.

Those people are entitled to a living; they are industrious and make good American citizens, sooner or later.

In relation to the encumbering of the streets: Certain streets they should not be allowed on—Broadway, from Fourteenth street to the Battery; Sixth avenue from 14th to 23d, and in certain other streets; but it would be a sin to deprive these two thousand industrious people of a chance to make a living on the other streets.

I ask the authorities of this City to be lenient to these men—to be just to them—as they are entitled to justice at the hands of the officials of their adopted land.

Mr. VEILLER—Would it be agreeable to have pictures on the carts?

Mr. SCHWARTZ—My suggestion is to have the picture on the licenses.

Mr. VEILLER—Only on the paper?

Mr. SCHWARTZ—Yes, sir. If it is on the cart and I go away for five minutes to get lunch, and I ask my wife to stand by the cart until I come back, then the policeman comes along and asks, "Where is your license and your photograph?"

Mr. JAMES PATTERSON—Mr. Chairman, I am a Greek, and I am Chairman of their General Committee. When I first came to this country I went to peddling. I am now the father of six children and I am in a different business. I have listened to many gentlemen to-day; that is, American gentlemen, they say. They say they were born here and must have more rights than foreigners have. I do not think that is proper.

This great country was created by Almighty God for anybody who came here. Not for the citizens of the United States only, but for every decent and honest man who lands here.

I admit and agree with the Commissioner of the Street Cleaning Department that the push-carts in the streets are a nuisance; but we might find a remedy which will clean the streets and not stop these men from earning a livelihood.

I do not ask you, Mr. Commissioner, to bring the Bertillon system from Police Headquarters to the License Bureau. They should have one push-cart on each block, or not more than one push-cart on one block; and they should get a license for this cart. When it is placed in front of a man's place, there should be an affidavit from him that

he is not taking money for the privilege. And then you should take away the power from the Alderman in this license matter. I had a case where a man was going to put a stand in front of a saloon; I asked the saloon man if he was satisfied, and he said: "I am willing, but the Alderman will not give it to you." I said, "Why"? He said, "I did not belong to his club and he was prejudiced against me." I went to see the Alderman and he said, "Come to my club, and we will think this over." I said, "What time"? he said, "Eight thirty." I went to the club at that time and he came in at 12 o'clock. He then said, "Meet me at the Board of Aldermen." And then he said, "That fellow never came to the club."

Place one push-cart man on every block, have them 10 feet from the corner. Get the consent of the store keeper, and if they want more than you make, make him make an affidavit that he does not receive any money for the standing of the cart there, and then have a small can on every push-cart to put the refuse in, and then put the number of the license on that can in large numbers. Then if any peddler violates the law or the rules, revoke his license; take it away and do not give him any other at any time.

As you said, Mr. Commissioner, there is the broad question of the public health which must be considered. That is a very important thing. I have six children. I am as much interested in the health question as Commissioner Woodbury, Mayor McClellan or any one. I moved to a place down town and pay \$45 a month because that street is clean. I was paying \$25, but I did not want to stay there as the health of my children was endangered.

Put one push-cart on one block.

The CHAIRMAN—All over the city?

Mr. PATTERSON—For instance, you would not put one on Broadway way and Murray street, but on Murray street, just off Broadway. License them, have no more than one push-cart on one block, don't have them on the crowded streets, and if they break the rules, revoke that peddler's license and do not issue another to him.

The CHAIRMAN—I should like to hear from the speakers chosen for the Italian push-cart men. Let one of the Italian representatives give us their side of the question, and any suggestions they wish to make.

Mr. J. J. FRESCHI (Room 401, World Building)—Mr. Chairman and members of the Commission, I have deemed it proper to place my remarks on paper, and at the close of my remarks I shall hand a rough copy to the stenographer to the Commission.

My purpose in doing this was to get through my remarks as promptly as possible, and to detain you but a few moments.

I am authorized to represent certain Italian interests.

Mr. J. J. FRESCHI (Room 401, World Building).

Gentlemen of the Municipal Push-cart Commission:

I am authorized to represent the *Italian Herald*, one of the "dailies" in this community, and in its behalf I urge the retention of the push-carts.

The complex problem, commonly known as the push-cart "evil" has become more vexed because of the lack of adequate means to properly regulate the trafficking in wares and merchandise either with push-carts or baskets.

The push-carts in this metropolis have come to stay, and they now seem almost indispensable to certain classes of people, and it may be said they are an institution in peculiar localities in this city.

The contention is made by the opponents—those who would take radical action and adopt and employ extreme means in an attempt to eradicate the so-called "evil," and that push-carts in particular, among other things, impeded traffic in the public highways, and, therefore, are nuisances and endanger the public health.

The heavy vehicles and the enormous amount of traffic in the public streets, require, it is true, considerable space in which to move back and forth. But it is an indisputable fact that the condition existing in certain quarters at certain hours of the day will permit the push-cart vender to ply his occupation without hindrance or interference whatsoever to moving wagons. In order that the difficulty of how to prevent an impediment to the public conveyances and traffic may be removed, it might be well to recommend that the territory or districts wherein public traffic is heaviest be designated during certain hours of the day as a proscribed territory from which push-carts and peddlers shall be excluded.

In the selection and designation of proscribed districts, it is submitted, this Commission might well take into consideration the size of the streets, avenues or thoroughfares, amount of traffic and the number of vehicles using the same, hours of the day or night when such traffic is heaviest, the nature of the neighborhood and the transient business requirements therein; elements which, if investigated with caution and thoroughness, and weighed judiciously, will materially aid in the intelligent modeling of laws for the future regulation of peddlers and push-cart venders.

Another suggestion in this same direction. The proper and efficient enforcement of our municipal ordinances applicable to public venders is absolutely essential in mitigating the evil, and in order to facilitate the better regulation and conduct of push-carts by public officials. Peddlers ought to be prohibited, without discrimination, from standing at any one point for a period of time beyond that limitation prescribed in our ordinances. Push-cart men should not be permitted to obstruct cross-walks or stand or move on the wrong side of the streets; and, above all, individuals should not be permitted to peddle without licenses. The fact is that a very large percentage of the arrests of push-cart men are made because they have not procured the necessary licenses to peddle.

The storekeeper who has and maintains a cart outside of his doors should not be shown any more favor than the ambulatory peddler. The storekeeper placing a push-cart in front of his premises should enjoy no greater privilege than the ordinary peddler.

Then, again, it is incumbent upon drivers of moving vehicles to lend a helping hand in the interest of this cause. If push-carts can be avoided without inconvenience by the drivers of public conveyances, it should be done. A push-cart peddler, as a rule, is adept at moving his cart about, from place to place, thus avoiding interferences with other vehicles or pedestrians at the same time using the highways. Only two evenings ago, while I was walking through Centre street, opposite our new Hall of Records, I noticed a push-cart peanut vender dodge with adeptness, celerity and precision, the automobile of the Commissioner of Street Cleaning, guided and operated by a chauffeur, although he apparently so steered his vehicle as to travel in a direct line and in the path of this selfsame push-cart peddler.

The great advantages to a large number of the people derived from the presence of push-cart venders needs no lengthy argument to demonstrate. But I am informed that Dr. Marcucci, representing another Italian daily newspaper in this city, will speak more at length on this subject.

Rescind the push-cart and basket peddlers licenses and thousands of men and women will be deprived of an occupation and thrown upon whatever other resources, if any, they possess, to earn a livelihood. Their families would suffer in no small degree. Those of the people who have been accustomed to make their daily purchases from the push-carts, would, in a major part, be affected, for the products of the push-cart men, especially in fruits and vegetables, are superior in quality, as a rule, to those sold by many of the storekeepers.

I have heard it acknowledged by people who daily have dealings with the push-cart peddler, that the quality of the goods and merchandise was, in the majority of cases, better and fresher than that which was for sale by many of the storekeepers in the immediate vicinity where they lived.

I have carefully observed that in some instances the sale of a superior quality of merchandise by storekeepers in the localities most frequented by peddlers is in major part the result of a sharp competition between the push-cart peddler and the storekeeper; but remove the push-cart and you thereby remove the storekeeper's competitor, who caters to the public taste and fancies of the people, by exposing and offering for sale fresh and wholesome merchandise. Then you will find, I dare prophesy, that the storekeeper will grow gradually indifferent as to the quality of his wares, and possibly enhance the cost thereof. The push-cart peddlers in certain localities have helped to maintain a standard of quality that seems to gratify the public demands; and also, they have fixed a standard of expense for the poorer people that has adjusted itself to their income. Say you will wipe out the push-carts, and, no doubt, you will foresee a loss of revenue aggregating thousands upon thousands of dollars to this city. Exclusive of the income of other licenses, the push-cart and basket peddlers alone have paid into the City Treasury something like \$15,000 per year, and if proper and adequate receptacles in which refuse of the peddlers might be thrown, allowed to accumulate, and at short intervals removed by the Street Cleaning Department and then sold, some \$25,000 yearly, I believe, could be realized—moneys, all of which would be used to great benefit by our very efficient Street Cleaning Commissioner.

It is charged that store keepers complain that their business interests suffer as a result of the push-cart peddlers stationing themselves near and about their places of trade, and that the majority of storekeepers demand the immediate removal of what they have been pleased to characterize as the push-cart evil. The indictment is false. In some instances, and perhaps in many cases, this may be true; but there need be only one incident cited that occurred, I am informed, about fifteen years ago, to point out the absurdity of the claim that the push-cart in any way injures the store traders' business at any permanent stand or place.

When the store keepers in Bleeker street protested at that time against the presence of push-carts in front of their premises, and in their appeal demanded that push-cart venders be prohibited from tak-

ing such stands, the demands of the storekeepers were heeded, and the push-cart men duly enjoined. Result—that locality which had been regarded by the people as a marketing street or place became desolated, and the storekeepers' business suffered. They, within five days thereafter, asked that the inhibition be removed and the push-carts be permitted to return to take their stands in the street. This was done. Now Bleeker street, from Carmine to Commerce streets, is on Saturday nights, the rendezvous of the push-carts and wagon peddlers, and that place is largely patronized by the people there. It seems that the presence of the push-cart and other peddlers has given that particular locality a severe business air and generated an extensive business activity that is beneficial to all; even the freeholders command better purchase prices for their lands and houses. If this is true in one case, it is also true in others.

The precinct station house blotters, I believe, do not disclose the same number of arrests on complaint of store keepers as for other causes. The large department store managers are, in the main, the complainants. Their reasons are principally prompted by selfish motives alone.

The phase of the push-cart problem that presents itself to me as more difficult of solution than any other, is how can the existing padrone system be abolished without injuring the men who ply their trade with push-carts?

I would respectfully suggest that under no circumstances should any person under a prescribed age, say twenty-one years, be permitted to hawk, peddle or attend at any push-cart stand or other place to peddle goods in the public highways. This would eliminate the young boy, who has become the serf of the padrone, from this line of business.

Furthermore, every man peddling should have his license, and under no circumstances should any one man be given more than one license in the course of the same year.

If push-cart syndicates there are, this feature of a license law may in a measure help destroy the syndicate by placing its backers at the mercy of the venders in whose names, necessarily, the licenses would have to be issued.

To avoid the substitution of a peddler for the person in whose name the license has been issued, some means of identifying the applicant and licensee should be adopted. There are some impracticable schemes that might be suggested in this connection, but the plan that appeals to me is that under which the pedigree and general

description of the physiognomy of the applicant must be stated in the applications for the licenses and the license itself.

The license in the form I have just suggested becomes an identification card and will aid public officers in the fulfilment of their duty.

Constant inspection of push-cart venders is a very important and necessary thing to be done. Another device that would be of value to inspectors and the public generally is a large movable tablet, to be adjusted to and placed on each push-cart regularly licensed, containing in heavy figures, say a white figure on a blue enamelled background, the number of the peddler's licence, so that from a distance anybody may be able to decipher the number—a matter of concern and value in identifying street peddlers.

I would recommend a severer penalty than the one now imposed for any infraction of the license ordinances, incarceration for a period of six months or more, of any person who procures or aids or abets in procuring a license in any name other than that of the individual to possess and use the same, or who transfers or accepts a transfer of said license not entitled lawfully to possess and use it, shall not be too severe. Substitute imprisonment in place of the fine and cancel the license in such cases. As a deterrent it may be advised that such person shall not be granted a license in the future, until after the lapse of a definite period of time, to be fixed by law. The padrone system can only be wiped out by drastic measures, such as I have mentioned that will protect the push-cart venders, and at the same time serve the interests of the public.

If the food products sold by peddlers are injurious to health as has been asserted, the provisions of the Sanitary Code give ample authority to act in such cases for the protection and preservation of the public health.

It may be well to recommend, however, the enactment of an ordinance, imposing a heavy penalty upon those who may be convicted of exposing for sale such perishable goods as fish, meat, etc., without keeping the same inclosed in a suitable glass case, immune from flying dirt and dust.

In the name of *The Italian Herald* and its many subscribers, I beg that this Commission shall give these few suggestions such consideration as they may deem in their wisdom the public interests require.

Yours, very respectfully,

JOHN FRESCHI."

In connection with the personal description which we recommend should be on the license, I would like to say that our passports have such descriptions on them.

REV. BERNARDINO POLIZZO—Are you in favor of marking each license with the photograph of the holder of the license?

MR. FRESCHI—If practicable, I am in favor of it.

THE CHAIRMAN—Who is the next speaker for the Italians?

MR. LAMBERT J. MARCUCCI—Mr. Chairman and members of the Commission, in addressing you I wish to say that I am the representative of *Il Progresso Italo-Americano* and also the Italian Push-cart Peddlers' Association. The Italian Push-cart Peddlers' Association had a meeting yesterday evening, and I went there to get their views, and I am here to-day to echo them. I there heard what they wanted and I am here to tell you.

They declare that they are against the agglomerations of push-carts which constitute an impediment to traffic, and they are against that because it is against their own best interests to be grouped in any place. Therefore, they will like any measure you adopt to disperse them throughout the city. They would respectfully suggest to you in that line the distribution of the push-cart men in such places in every district as you would think convenient for them.

In every district of New York there is some place which is more apt to be frequented by these push-cart men than other places. They would like to have the push-cart men distributed in such places. They think it would destroy the push-cart business to put them all in one or two or even three places.

They say there are fourteen thousand families, nine thousand with licenses, and fourteen thousand push-carts; and they claim that the existence of these fourteen thousand push-carts are a necessity for their own families as well as a utility for the public.

I think I heard Mr. Schwartz say they earned on an average fifteen dollars a week. Say two dollars a day; that means \$28,000 a day for all of them together, and \$28,000 are two million eight hundred thousand cents, or pennies; because of this fact that their money is made in cent sales, cent by cent, I think I can say without exaggeration that the \$28,000, representing 2,800,000 pennies, represents more than one million clients or purchasers who daily go to the push-carts and buy some utility from them.

I know that push-carts are an impediment to traffic. But there are more than one million people who take advantage of their business, and their selling; therefore, they claim they are not a public nuisance.

They are willing to submit to any regulation which you like. Take, for instance, Houston street. There is a widening of Houston street. Between Bleecker and Houston there is a kind of a square. I know Houston street is crowded, but it would not be crowded if every district had their special block or place for push-carts to stand.

But there are some districts where they do not go; and they would like to be distributed in those districts according to your judgment—and in places where they would not be a traffic impediment.

In regard to the issuance of licenses they are more than willing to agree with you not to issue licenses except to those who declare their intention to become American citizens; but it would be the destruction of the push-cart trade to oblige them to be citizens. You, gentlemen, know as well as I do that when a man is able to be an American citizen he is not obliged to be a push-cart man. When he can speak English he is more than a push-cart man, Therefore, we can say: That a push-cart man is an aspirant to the degree of American citizenship.

As Commissioner Darlington once told me: They are really children; that is true, because blood, and Latin blood, is hot—too hot; but they submit to every regulation you like. They say that not to give the license save to the fully admitted citizen would result in the encouragement of the padrone system, and nothing else, because the padrone system was born from this fact. Some fellow with the privilege of being an American citizen, and having a license, sold his license to those unable to become American citizens. We realize that all but a few of the padrones we have are American citizens, and they sell their citizenship in parts—they have ten or twelve carts, and they give their permission to the others. If you restrict this privilege to citizens you certainly encourage the padrone system.

The push-cart men are obliged to walk around all day; they are obliged to have steel legs. These men were all tired yesterday, and we had not such a big crowd, but they agreed to propose to you to put their own photograph on their own license, and if the photograph is not sufficient, then you can put on a description too, as it is on the Italian passport. They are willing to have the license strictly personal, for no one of them seeks to be a slave; they want to be free.

Another thing, the distribution of those people in districts, in special parts of the district, would benefit and make easy the Health Department and Police Department inspection. There would not be a danger in case of fire, or anything of that kind, because they run more than your fire-engines. As soon as they see the flame they take good care of their own lives and their push-carts. In any case, the danger would in that event be limited to one place only.

The Italian push-cart peddlers are against any congestion of push-carts; first, on account of the traffic; second, for their own interest. They would welcome any distribution that avoiding any impediment to traffic should suit the interests of their business. They suggest a division of the city into districts, and the selection in every district of a proper place—a kind of district market—for all the licensed push-carts allowed in that place. The number of push-carts is to be established by the authorities. This suggestion, however, does not imply the refusal or antagonism to any other method of distribution; as, for instance, the distribution of push-carts in some streets (more than one) of every district; or at some particular corners; avoiding those streets where the traffic is greatest. What they insistently ask is to be let alone in their place, without being obliged to continually walk around. This rule, if enforced, is a source of possible mishaps, because, able as the push-cart “chauffeur” may be, he will never be able to repair the incapability of the automobile chauffeur.

They deny the statement that they should be classed as a public nuisance.

The push-cart peddlers are as many as 14,000. Their daily trade gives them a profit of about two dollars a day. If we take the two dollars, not as the profit, but as the amount of the money they daily receive from the public, it is the considerable amount of \$28,000 that we must consider. This amount is made nearly cent by cent. There are 2,800,000 pennies which most probably represent more than one million people, daily patrons of the push-cart peddlers. This million of people finds it very convenient and economical, as well as hygienic, to buy goods from the push carts.

The impediment to traffic, the nuisance to the public, if considered from this point of view, it will appear in its true and very democratic light; the million people who daily buy fruit from the push-carts cannot afford to cry their complaints from an automobile, because they are working people.

The push-cart peddlers are unanimously against a market, or even three markets, where to locate the peddlers. The patrons of the peddlers buy from them because their merchandise is handy—everywhere. To congregate the peddlers in one or in ten places in all the city would mean destruction for the class, and starvation for 14,000 families.

In regard to the issuing of licenses, the Italian push-cart peddlers pledge their good will to co-operate with the authorities for the extirpation of the so-called “padrone” system. They welcome anything for this purpose, and they suggest a personal license with a photograph of the licensee, stamped with the seal of the Bureau of Licenses.

They respectfully note that the suggestion of depriving of the license those who have not full citizenship papers would be if enforced a cruel, impolitic and unwise act. Cruel, because the greater part of the peddlers have not the full papers. Impolitic, because no better preparation for American citizenship can be made for these poor, simple-hearted people than by this striving to earn their living with honest work. Unwise, because the needs of the families oblige the non-citizen peddler to buy the privilege of the license from a license holder, and there are, unfortunately, too many ready to sell this advantage of citizenship, viz., taking out a license in their names which another will profit by. The padrone system has its roots in the misunderstanding, still common to those people, that to have a license they must produce the citizenship papers.

Summarizing—The Italian Push-cart Peddlers' Association gives the following as its position:

First—It favors a reasonable distribution of the push-carts.

Second—It asks for a permanent place during the hours of daylight.

Third—It declares the push-cart trade to be not a nuisance, but a public utility.

Fourth—It is against the so-called push-cart markets; at least, if they are not district markets.

Fifth—While it thinks it is reasonable not to issue licenses save to those who have at least the first papers of citizenship, it is against the proposition not to issue licenses save to those who are citizens.

Sixth—It is heart and soul against the padrone system, and favors a strictly personal license; favoring the repeal of the license for any violation of the rules.

Seventh—It favors the repeal or revocation of a license in cases of violation of the rules and regulations of the Health Department.

Eighth—It recommends that the rules and regulations and the laws in relation to this business be translated into the languages of the peddlers.

Such proposals are respectfully submitted by the representative of The Italian Push-cart Peddlers' Co-operative Association and of *Il Progresso Italo-Americano*, the oldest Italian daily newspaper in the United States, on behalf of a very numerous class of Italian workmen, asking for them the kind consideration of your honorable body.

MR. WEINSTEIN—What would you suggest as the proper method in the distribution of the carts? There are some profitable streets and some poorer ones. Who shall decide where the peddler shall go, and how can he do it justly.

Dr. MARCUCCI—They propose: If we live in one district, why should we go to another?

Mr. WEINSTEIN—But there are streets which are profitable and some which are not. For instance, Centre street with its shops, and so on, may be quite profitable, and another street would be less so; how is any one to decide justly in apportioning them?

Dr. MARCUCCI—Easily; establish one place in a district for all those men in that district.

Father POLIZZO—Suppose we wished to make a distribution; how could we fairly distribute the peddlers in the streets?

For instance, suppose we have fifteen peddlers on Houston street, and we allow seven to stay there, what do we do with the rest? Suppose those that stand on Houston street make fifteen dollars a week, and those on Wooster street only eight dollars a week. How is the Commission to determine the distribution? You say you leave it to the Commission to determine that.

Dr. MARCUCCI—We have in New York forty or forty-two districts—I do not know the number now. Suppose there are twenty. Let us have twenty places in those districts in which to put a part of the push-carts—that part which lives in that particular district.

The CHAIRMAN—This is in line with the ordinance the Mayor vetoed, allowing the Aldermen that privilege.

Rev. BERNARDINO POLIZZO—Don't you think that should be left to the Police Commissioner?

Dr. MARCUCCI—They do not wish to be distributed in five, six or seven streets of a single district; because it would in that case be impossible to avoid injustice. They mean to have one place in a district. Divide New York City into as many districts as you think proper, and then establish all of the push-carts of that particular district in one particular place, all together.

The CHAIRMAN—Who is the President of the Italian Push-cart Peddlers' Association?

Dr. MARCUCCI—It is in process of formation now. The present president is Lawyer Asterretti, the one I brought here. He proposed the photograph on the license. They are willing to submit to your judgment the distribution of the push-carts, provided they are placed in parts of the districts where they can make some money.

Miss WALD—May I ask a question, Mr. Chairman?

The CHAIRMAN—Certainly, Miss Wald.

Miss WALD—What do you think about certain streets where there are street-car lines and other narrow streets, where push-carts, even one or two, should be entirely proscribed and forbidden; and then have

a maximum number allowed on other blocks. Would that meet your requirements?

Dr. MARCUCCI—I do not think so. It would be impossible to avoid confusion and injustice in the distribution. Some streets are favorable to them, and some are not, and it would be unjust to the push-cart peddlers to say to one, " You pay a license, and you stay in Wooster street " and to another, " You pay a license and you stay in some other street."

Miss WALD—I do not know that that is the case. I mean, not to say, where they are to go; but that they must not go on certain streets, and on other streets they shall not go beyond a certain maximum number.

The CHAIRMAN—Miss Wald means that on certain streets owing to the street-car tracks or to the narrowness of the streets, no push-carts whatever should be allowed on those streets and no one should be allowed to peddle.

Dr. MARCUCCI—They are willing to do that; but the second part of the proposition I do not think is agreeable to them. They ask for one place in a small district, where all of those in that district can be allowed to come together; and that is full justice for all.

Mr. WEINSTEIN—All in one place?

Dr. MARCUCCI—Yes, sir; all in that district in one place; and it is for you to determine the size of the district.

Rev. BERNARDINO POLIZZO—You recognize the necessity of excluding the peddlers from certain streets?

Dr. MARCUCCI—They do. They themselves are against any congestion of push-carts which will prove to be an impediment to traffic. It is against their own interests.

The CHAIRMAN—Are the different papers composing the Italian press a unit on this question?

Dr. MARCUCCI—Yes, sir. The *Italian Herald* and the *Il Telegrafo*—that is the evening edition of the *Italian Herald*, I represent them here. And another gentleman here represents the *Il Progresso*. There are four Italian papers.

Rev. BERNARDINO POLIZZO—*Il Telegrafo*, *The Italian Herald*, *Il Progresso* and *Bolletino del la Sera*.

The CHAIRMAN—These two—are they the leading papers, Father?

Rev. BERNARDINO POLIZZO—These are the leading papers.

Mr. FRESCHI—He favors market places, which I do not favor.

Dr. MARCUCCI—I see that what they think is right for them; they think of what is good and proper for them. The only question is, is it proper for you? These are their views.

Mr. P. GALLAGHER—We are in the lunch business, we are in Beaver street, and below there, as you will see by the *Sunday Herald* three weeks ago, we brought up the rent on Broad street. Below Beaver they would to have us come there too.

The CHAIRMAN—Do you think Clews, Henry Clews, sells more bonds by your being in front of his place? Do you think you have increased Morgan's business?

Mr. GALLAGHER—I don't know. Take the curb brokers and with the sight-seers on that automobile away and there is no crowding. If those curb brokers were put off the street to-morrow they would starve; but the peddlers are here to stay, just as the trusts are.

The CHAIRMAN—And the padrone is the trust man, is he?

Mr. GALLAGHER—He is trying to be. Many men, members of the Stock Exchange had to eat their lunch off push-carts in the past. I think many of these editors that complain would be eating off push-carts if they lost their jobs to-morrow.

The CHAIRMAN—Don't the peddlers make a great slop there with their banana skins, broken pieces of pie, etc.?

Mr. GALLAGHER—We keep a particular sweeper. The Street Cleaning Department has two foremen watching two sweepers, and I think if one of those foremen were put out with a broom it would be better. The peddler has been made the target for years, and it is not just. The landlords, the property owners on Fulton street would like to have them back there again. Fulton street is dead without them.

The CHAIRMAN—Do you think you help the business of the Stock Exchange by standing in front of it?

Mr. GALLAGHER—We do. I think if inspectors were appointed, of different nationalities—say Italian, Greek and American—and they could say, "This is your location," and then have those inspectors under the Mayor's Marshal. Now, the Mayor's Marshal issues the license but has no control over them. I think he should have ten inspectors appointed to take care of this business all over the City.

The CHAIRMAN—How many are there now peddling in Broad street?

Mr. GALLAGHER—Fifteen or twenty.

The CHAIRMAN—That does not include the Greeks and the fruit men?

Mr. GALLAGHER—We got the worst of the deal in the chasing this week—the Americans got the worst.

The CHAIRMAN—Who is next?

Mr. MARKS WOLFF (Nos. 61-63 Park Row)—I represent the Push-cart Venders Association of Harlem—what is known as "Little Italy."

They have already organized and I will present a petition to you in due form. They peddle between One Hundred and Twelfth and One Hundred and Fourteenth street on First avenue. It is the same with them as with all the other peddlers, they are being chased by the police, and the street cleaners. There is plenty of room on One Hundred and First street, between First avenue and the river, where the gas tank is there. That street has very little traffic, and they would like to get that district to put their push-carts there, and they are willing to clean their own streets as soon as the market is over.

The CHAIRMAN—What precinct is that in?

Mr. WOLFF—The Twenty-ninth Precinct. This is the copy of the petition which we wish to present to the Commission.

“GENTLEMEN—The undersigned Push-cart Vendors’ Protective Association, a membership corporation, duly organized and existing under the laws of the State of New York, respectfully submits to your Honors the following petition:

Because of the daily oppression and abuse of the policemen and other city officials, we now lay before you this memorandum for your consideration, in order that protection, which is so eagerly sought by any honest and industrious citizen, be accorded to the members of said organization.

Gentlemen, we are constantly abused, and the privilege given to us by the laws which emanated from the laws of God are trodden under the feet and thrown into the mire, and we are continually told that we are not entitled to consideration. Can it be so, where liberty is gloriously elevated to a plane that makes the whole civilized world appreciate its freedom—in the land of Protection and Freedom?

The law requires that we should pay a certain fee to the City to be allowed to sell merchandise, from whence we earn our daily bread to satisfy the hunger of our children, to give them sufficient food to preserve their existence—which is dear to all fathers—to give them an education; to preserve our honor, as by working honestly, we may forever make an honorable body of citizens, and bequeath an honorable name to our children, for honesty, and to teach them how to uphold their brows in a way becoming an honest laborer.

What we, all members of the Push-cart Vendors’ Protective Association demand, is this: A place to hold a small market anywhere you may designate, lying between One Hundred and Tenth street and One Hundred and Fourteenth street and First avenue; and in return, gentlemen, we promise to keep the place so designated to us clean at our own expense. We ask this, gentlemen, simply to protect our com-

mon interest and look after the welfare of our Association, which grants to its members full protection, sick benefit, medical attendance and all other benevolent aid, free of charge.

If the place asked for by us cannot be given, we respectfully petition that another place, which will be designated by you, in that neighborhood, will be accepted by us under the same conditions.

We again appeal to you, gentlemen, to heed our prayer; grant us what we demand, and do us justice as citizens of this great City.

Respectfully submitted,

By ANNUNZIOTO BONPRISEO, *President*,

417 East 114th Street,
New York."

Mr. ABRAHAM BENJAMIN—I represent the Brooklyn Peddlers' Association; in the whole discussion to-day nothing was said about our part of the City. As you gentlemen of the Commission are over all of Greater New York, I wish to make my argument for the Brooklyn Association. Over there we occupy two blocks——

The CHAIRMAN—What do you represent?

Mr. BENJAMIN—The Brooklyn Peddlers.

The CHAIRMAN—Are there any Syrians here?

(No response).

Mr. BENJAMIN—We occupy two blocks, and there are no schools or cars going through there. Why should we not be allowed to stand there?

The CHAIRMAN—Are there many of you around the City Hall and the Court House there?

Mr. BENJAMIN—Yes, sir.

The CHAIRMAN—How many? A good many?

Mr. BENJAMIN—Yes, sir.

Rev. BERNARDINO POLIZZO—I think it would be a great advantage to all the peddlers to have a translated copy of the license issued. As it is, some of the Italians cannot understand the regulations of the road and the ordinances of the City. If it were printed in English for American peddlers, in Yiddish for those represented by Mr. Schwartz, and in Greek, Italian and Syrian for the others it would prove to be a great aid to them.

The CHAIRMAN—Has the editor of the *Jewish Journal* left?

Mr. SCHWARTZ—Yes, sir.

The CHAIRMAN—Is there anybody else wishing to be heard?

Mr. H. GOLDSTEIN—It was stated here to-day that Mr. Murphy has got to get out of Beaver street and go elsewhere. I have been a

peddler sixteen years. It has been stated that the push-cart peddling business is one only temporarily made for immigrants, because some people are foxy enough to get poor immigrants to work all day on the streets for fifty or sixty cents a day. There are peddlers on the East Side where they are wanted. The Commissioner of Street Cleaning does not want them there. Are we to go where we are wanted or are we to go where we are not wanted? Peddlers have been on Grand street for years, lately they were put off. They were put off by the late Commissioner Murphy, and they have been preparing a petition signed by every landlord, and they are here to-day.

It has been asked by some one here to-day: How about the children? I live in that neighborhood; others live there, all of us have children, and we have good wishes for our children.

Again, it has been stated here that we are doing harm to the storekeepers. I am sorry to say that I know a storekeeper on Grand street, a dealer in notions and ribbons, who is retiring from business and going into the real estate business. That looks as if he did well.

MR. VEILLER—Do I understand there is a padrone system among the Yiddish people, as among the Italians?

MR. GOLDSTEIN—Sometimes a man will go among his neighbors and ask them to sign a petition to let them stand on the street in front of a place. In front of some of the places they don't want the peddler, but they let a truck as big as a house stand there. Again, about that traffic business: I never heard of a peddler being killed by a fire engine or anything else. You will find that any driver who is honest and has good common sense has never upset a push-cart in his life.

Now, Mr. Commissioner, this whole thing is a delusion. It has been stated that 9,000 licenses were issued; but three thousand of them might be dead and buried, and their licenses still alive.

I have had a case in this very room, where James B. Reynolds heard me make a remark, and he said, "Can you prove it?" I said, "Yes." I showed where a man with a license had gone out to work as a waiter, and another man holds his license.

THE CHAIRMAN—Do you think there is any room below Canal street where they could go—say on Cortlandt street, Wall street and Fulton street?

MR. GOLDSTEIN—Fulton street is all right.

THE CHAIRMAN—You have a ferry at the end of the street and a car-line along it. I am now taking the police view.

MR. GOLDSTEIN—Yes, sir. There are plenty of streets. I am seventeen years downtown. On Fulton street one gents' furnishing store

asked us to go on to his side of the street. Mr. Nathan claims he has been taking in a great deal more money with the carts by his place to draw the crowds.

The CHAIRMAN—What do you sell, yourself?

Mr. GOLDSTEIN—I sell eye-glasses; I have been selling them for seventeen years, and I never went into Nassau street or Cortlandt street. I talked to Commissioner Woodbury when he went into office, and I started the Citizens Peddlers' Association of New York.

The CHAIRMAN—Are you the President?

Mr. GOLDSTEIN—No, sir; I am the Vice-President.

The CHAIRMAN—How about the charge that the Hebrew is a man with a lot of licenses.

Mr. GOLDSTEIN—I am the first one to kick about that.

The CHAIRMAN—What was the largest number of licenses which you ever heard of one man holding?

Mr. GOLDSTEIN—People control fifteen or twenty. They will give you ten dollars for any license and make money on it.

The CHAIRMAN—The same man?

Mr. GOLDSTEIN—One man will buy licenses as many as fifty.

Miss WALD—Does the license go with the push-carts hired out by the day?

Mr. GOLDSTEIN—Some of them.

Miss WALD—Some men have one hundred push-carts; how many licenses would that man have?

Mr. GOLDSTEIN—About twenty-five. There are over twenty-five per cent. working without licenses.

The CHAIRMAN—Are you in favor of having the photograph on the license?

Mr. GOLDSTEIN—Yes, sir.

Miss WALD—Is it true that storekeepers and dealers having a stock of goods on hand, will engage a number of men with push-carts to dispose of them?

Mr. GOLDSTEIN—Why, certainly.

Miss WALD—Isn't it true that some small merchants feel obliged to have push-carts; and that those who are paying rent are driven out of the business by the push-carts?

Mr. GOLDSTEIN—Yes, Madam.

The CHAIRMAN—What would become of the push-cart men if their licenses were taken away?

Mr. GOLDSTEIN—This business has been cut down so far already that it is now either make or break; either give them a chance, or take

them up, or give them markets. I heard that the Captain of a certain precinct pulled his gun and said, "Come down to the house."

Mr. VEILLER—What officer was it, a police officer?

Mr. GOLDSTEIN—Yes, sir.

The CHAIRMAN—Give me the name of that man and I will make a complaint now.

Mr. SCHWARTZ—A man who is a politician interfered with the men.

Mr. GOLDSTEIN—I did not mean a Captain of a precinct.

They are all in favor of markets, if possible; but markets cannot be built in a day or two, or even six months; so, therefore, my suggestion would be this, that this thing be taken under control of the Police Department or the License Bureau, or hand it over to any other Department, or have a special department for this work, and let them find a remedy for it. Thirty-five per cent. of them could be taken off the next week after the holidays.

The CHAIRMAN—The traffic question does not appeal to you. You are at the curb line and selling, and how much you interfere with traffic does not concern you much.

Mr. GOLDSTEIN—There is plenty of room for automobiles to go up and down the streets.

Mr. SCHWARTZ—Now, in regards to the push-carts on Orchard street, Mr. Woodbury, the Street Cleaning Commissioner, should know that the Street Cleaning Department is corrupt from right to left; they are taking privileges and taking money for it. The policemen with a long post cannot take care of it.

Mr. GOLDSTEIN—There is plenty of room on Rivington street. The men come there after four o'clock in the afternoon, after the Street Cleaning Department gets out. There are at least one thousand push-carts go out after four o'clock, and they go everywhere, all over the East Side.

Miss WALD—Do you mean to say there is room on Rivington street?

Mr. GOLDSTEIN—Yes, Madam; on one side. There are some people who like to walk in the street.

The CHAIRMAN—My experience with Rivington street is that the street, between the outer wheel of the push-cart and the opposite curb was from fifteen to twenty feet. I measured it. I have been through there on several occasions. I tell the automobile man that in going through there he must look out for everything, "You will have to creep through there and lift them off the street to the sidewalk, and then go on to the next man."

Mr. WEINSTEIN—That is due to the fact that the sidewalk is absolutely dirty, and people prefer to go out and walk in the roadways.

Again, the sidewalk is broken in many places, and pools of water accumulate. I walk in the middle of the street there.

Mr. GOLDSTEIN—It is not the push-carts; it is the stands.

Mr. WEINSTEIN—There is no use denying that it is the push-carts; it is both of them.

The CHAIRMAN—Now, gentlemen, I hope the Jewish and Italian press will help us in this matter. They can do much by addressing their readers through their own columns.

There is no intention on the part of the Administration or this Commission to do anything that is revolutionary or hasty; but we must consider the use of the public streets from the public and police point of view. That is the primary consideration. That means that the people and the cars shall have free access to the streets; they are for the use of the people of New York generally.

We are very glad to have heard from so many of you. Many of the suggestions advanced are novel; and some of them are good. We will give the matter thorough and honest consideration, and later on we will ask Mr. Schwartz and other gentlemen for certain information on questions which we may not be able to get at this time.

We will reach our conclusions only after thorough investigation with a view to do injustice to none; but with the public good in mind.

Of course arguments made to the effect that if you don't allow the men to occupy the street legally, he will become a burden on the community, are not much unlike the case would be, if I had the power, if I were addressed in the same way by people who would say, "If you close the poolrooms you must find a living for all these men." It is hardly fair to say it would be an analogous case to the one I have announced; but it will serve to show my meaning.

Of course, it goes without saying, that we will take into consideration the social condition of the people engaged in this business.

Commission adjourned.

APPENDIX VIII.

FINANCIAL STATEMENT OF EXPENSES OF
THE COMMISSION.

APPENDIX VIII.

FINANCIAL STATEMENT OF EXPENSES OF THE COMMISSION.

Salaries—

A. A. Hill, Secretary, April 16 to 30; May 9	
to 31, at \$150 per month, and June 1 to	
July 22 at \$166.66.....	\$466 38
E. W. Dinwiddie, Assistant Secretary, May	
22 to July 8, at \$100 per month.....	158 06
	<hr/> \$624 44
<hr/>	
J. C. Marriott, Official Stenographer	147 82
A. A. Hill, Secretary, Incidental Expenses.....	14 20
G. A. Ward, Making Maps and Drawings.....	59 00
Lawrence Veiller, Chairman, Incidental Expenses, Ste-	
nographers, stationery, stencil supplies, prints, etc....	47 84
	<hr/>
Total expenses	\$893 30
Balance on hand not spent.....	106 70
	<hr/>
Total	\$1,000 00
	<hr/> <hr/>
Amount appropriated by bond issue, 1905.....	\$1,000 00
	<hr/> <hr/> <hr/>

